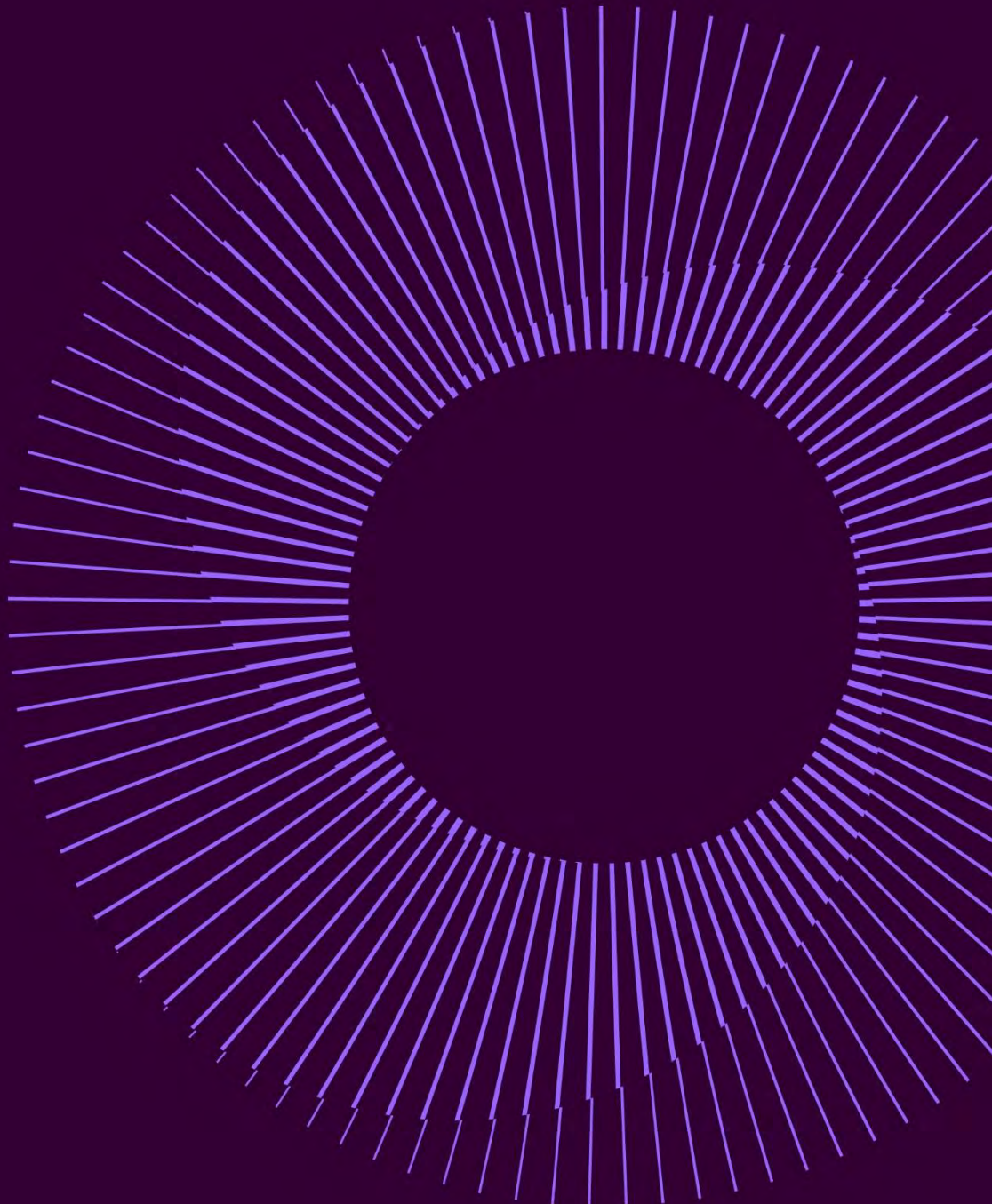


Land at Townsend Farm, Melksham



Project Reference

Ref: AJ/SPH/SM/TW/ITB200590-003a

Date: 20 July 2026

Client: Bellway Strategic Land

Quality Management

Report	Comment	Date	Author	Authorised
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1 Introduction

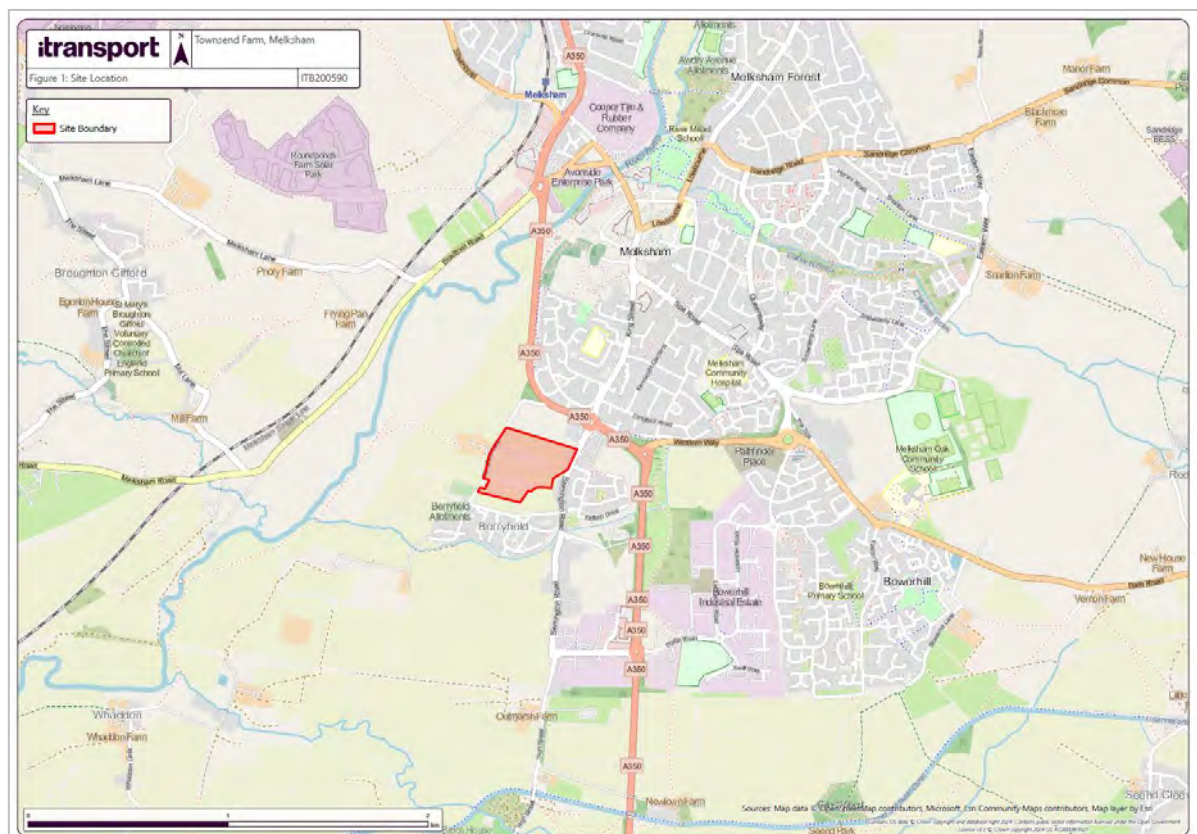
1.1 Overview

- 1.1.1 Bellway Strategic Land has appointed i-Transport LLP to provide transport and highways advice in relation to an outline planning application for up to 225 new homes at Land at Townsend Farm, Melksham. The description of development in the planning application is:

Outline application for up to 225 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

- 1.1.2 The site is located south of Melksham Town Centre, bounded by agricultural fields to the north and south, Berryfield Lane to the west and Semington Road to the east. The site location is shown in **Image 1.1**.

Image 1.1 Site Location



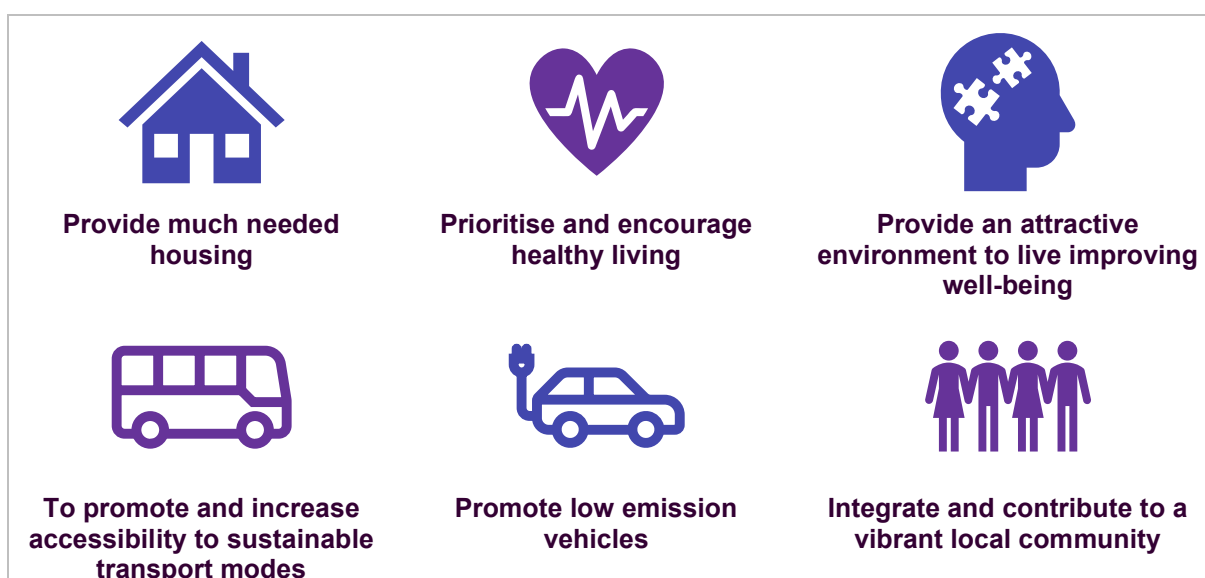
1.2 Transport vision

- 1.2.1 The scheme is being guided by a strong Transport Vision, in-line with national guidance and expectation. The proposed site vision is as follows

“To deliver a sustainable new development in southern Melksham which integrates seamlessly to the consented growth in the area and provides strong multi-modal connectivity to encourage travel by sustainable modes and for it to be an obvious choice for residents. The scheme will support the reduction of carbon emissions through providing access to more sustainable modes of transport and strongly promoting low emission vehicles. The local plan aspiration to provide a new canal link is safeguarded in the parameter plans”

Benefits

- 1.2.2 The development vision looks to achieve the following benefits as the site is brought forward:



1.3 Planning context

- 1.3.1 The site is situated in a highly sustainable location, with several neighbouring sites in the immediate local area receiving planning approval, including:

- 103 homes to the north (20/07334 / 2024/11665) – Land west of Semington Road
- 150 homes to the east (16/00497) – Bowood View
- 144 homes to the south (20/01938)

1.4 Pre-Application Discussion

- 1.4.1 Pre-application discussions on the site have occurred with Wiltshire County Council (WCC) as the local highway authority, these were informed by a Transport Assessment Scoping Note (TASN) (report reference: ITB200590-GA-002B). Comments from WCC on the TASN were received on the 19th March 2026. Overall the response did not object in principle to the development but requested additional information to be provided on:

- A CEMP/CMP should be secure to mitigate the impact of construction including measures to reduce environmental emissions, contain dust and prevent highway damage to routes to the site.
- The preferred access arrangements on Semington Road would not favour a four-way crossroad function at Telford Drive with the most favoured option being the access shown in plan number 003 north of Telford Drive and south of the approved access for the first phase of development at Townsend Farm.
- While the traffic calming measures were originally required in combination with the bus gate location south of the Hampton Park Roundabout in order to remove the road as a 'rat run' alternative to the A350, the developments being built out and proposed development will change the nature of Semington Road to a residential link road and as such the potential removal of traffic calming measures associated with potential development will be investigated within the planning process.
- The future pedestrian and cycle connectivity to/from and within the site to the surrounding area, in particular around the potential of a school along Pathfinder Way.

1.4.2 The highways officer comments regarding the site access preference has been acknowledged and this access has been taken forward into the planning application. This does require removal of some of the existing traffic calming along Semington Road. The nature and character of Semington Road has and will continue to change with the delivery of built form on both sides of the road which means that speed control and management can be addressed in a different manner.

1.4.3 A screening opinion was also submitted as part of the pre-application discussions and a response was received from WCC on 22nd May 2026. This response concluded that the development was not classified as an EIA development. It also set out commentary on the transport and access screening criteria and this is extracted and shown in **Image 1.2**.

Image 1.2 Extract from EIA screening opinion

A Screening Criteria Question	B Response to the Screening Criteria Question in Column A (Yes/No and explanation of reasons)		C Is a Significant Effect Likely? (Yes/No and explanation of reasons (nb if the answer in Column B is 'No', Column C is not applicable))
13. TRANSPORT AND ACCESS			
13.1 Are there any routes on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	Public rights of way cross or border the site	No Nearby public rights of way can be retained, protected or temporarily managed during construction and there is no clear indication that rights of way or recreational routes would be severed or substantially altered. Any impact would be minor, temporary and reversible.
13.2 Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	Likely increased traffic	No Trip generation would be within local network capacity and there is no identified severe residual impacts or unacceptable congestion anticipated. Standard measures addressing visibility, access and construction traffic management would result in effects being of a scale/severity that is not significant.

1.4.4 This concluded that there would not be a significant effect on public rights of way and traffic congestion. These matters are covered in more detail throughout the report, with it being demonstrated that public rights of way can be accommodated and the development would not have a severe impact on the operation of the highway network.

1.4.5 Appendix 5 of the screening opinion response provided the highway response and this noted that the construction activity at the site would require a Construction Traffic Management Plan to be provided as part of the application. This has been provided as a separate report for the planning submission.

1.5 **Scope and Structure**

1.5.1 This Transport Assessment provides details of the proposal and access strategy for the site against local and national guidance, as well as the sustainable conditions and opportunities and transport impacts surrounding the development. The remainder of this TA is set out as follows:

- Section 2: Transport policy and guidance
- Section 3: Existing transport conditions
- Section 4: Development proposal and access arrangements
- Section 5: Sustainable transport strategy
- Section 6: Transport impacts
- Section 7: Summary

2 Transport Policy and Guidance

2.1 Overview

2.1.1 To provide context for the assessment, this section of the Transport Assessment provides a review of both national and local planning policies relevant to the development, including:

- National policy and guidance
 - National Planning Policy Framework (NPPF) December 2024
 - Emerging National Planning Policy Framework (Consultation Draft December 2025)
 - National Planning Policy Guidance (NPPG)
 - National Design Guide
- Local policy and guidance
 - Wiltshire Local Transport Plan 4 (LTP4)
 - Wiltshire Core Strategy (2015)
 - Wiltshire Local Plan Pre-Submission Draft
 - Melksham Neighbourhood Plan 2020 - 2038
 - Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) (March 2026)

2.2 National policy and guidance

2.2.1 The main elements of national policy that are of relevance, from a transport perspective to the proposed development are set out in **Table 2.1**.

Table 2.1: National policy and guidance

Policy Document	Relevant Policies / Areas
National Planning Policy Framework (NPPF) December 2024	Paragraphs 110, 115, Annex 2, 116, 117, and 118.
Emerging National Planning Policy Framework (Consultation Draft December 2025)	Chapter 15 Promoting Sustainable Transport
National Planning Policy Guidance (NPPG)	Travel Plans, Transport Assessments and Statements (March 2014)
National Design Guide (2019)	National Design Guide – Ten Key Characteristics

National Planning Policy Framework (NPPF) December 2024

2.2.2 Paragraph 110 provides context for the location of development and states that these should be where there is a genuine choice of transport modes. Section 3 of this report provides a review of the existing transport conditions and demonstrates that the site benefits from walking, cycling, and public transport infrastructure that would allow future residents to use these modes of transport.

2.2.3 Paragraph 115 of the NPPF sets out the criteria for assessing applications for development. The proposed development fulfils these through:

- Provision of sustainable modes of transport within the site and utilisation of existing infrastructure outside of the site boundary. Annex 2 of the NPPF provides a definition of sustainable modes as being:

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.

- Safe and suitable site access is provided and this has been subject to a Road Safety Audit: Stage 1. The configuration of the site access junction and the operational capacity are discussed further in Sections 4 and 5 of this report respectively.
- The internal elements of the scheme will be addressed as part of reserved matters applications and when addressed would meet the movement requirements of the National Design Code. The parameter plans for the proposed development are provided in Section 4 of this report.
- The development would not have a severe impact on the transport network (in terms of capacity and congestion), or on highway safety. A vision led scenario is included in the assessment. The operation of the junctions assessed in this report is set out in Section 5 and this also addresses the requirements of NPPF paragraph 116 which states:

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.

2.2.4 Paragraph 117 of the NPPF also provides additional context and the development aligns with this through:

- Providing pedestrian and cycle infrastructure within the development that connects to the existing networks in the neighbouring areas. There are bus stops along Semington Road outside of the site frontage. The public rights of way through the site will be accommodated within the scheme and enhanced as a result of the proposed development.
- Footway provision within the site will be wide enough to meet the requirements set out within Inclusive Mobility. The existing bus stops feature raised kerbs to assist people with disabilities and reduced mobility to use the local bus service.

- The masterplan has been developed to create a place that is safe, secure and attractive. The internal elements of the scheme will be addressed as part of reserved matters applications. The layout will allow for the efficient delivery of goods and access by service and emergency vehicles.
- Parking will be provided in line with the local requirements and be designed to enable charging of plug in and other ultra-low emission vehicles. Charging for the homes would be provided in line with Part S of the Building Regulations. The layout of the parking within the development will be addressed as part of reserved matters.

2.2.5 Paragraph 118 sets out the requirements for planning applications and that a Travel Plan and Transport Assessment should be provided. The scope of the assessment and requirements have discussed with the highways authority, and both reports are provided as part of the planning application. An Outline Construction Traffic Management Plan is also provided following a request from the highways authority for this to also be submitted.

2.2.6 Overall, in summary the transport elements of the NPPF are fulfilled by the proposed development.

Emerging National Planning Policy Framework (Consultation Draft December 2025)

2.2.7 A draft version of the new NPPF was released in December 2025 and is currently under consultation. Chapter 15 Promoting Sustainable Transport seeks to ensure that transport considerations are taken in account at the earliest stage, embedding the role of transport infrastructure into creating well designed, sustainable, inclusive and popular places. At this stage no further consideration is given to the consultation draft.

National Planning Policy Guidance (NPPG)

2.2.8 The NPPG provides advice on what transport information should be provided to accompany a planning application. The scope and level of detail in a Transport Assessment or Statement will vary from site to site but the NPPG suggests including the following:

- Information about the proposed development, site layout and access
- Data about existing public transport provision, including services and frequency
- A description of the travel characteristics of the proposed development, including movements by all modes
- An assessment of trips from local committed development
- An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3 or 5 year period
- Ways of encouraging environmental sustainability by reducing the need to travel

- Measures to mitigate the residual impacts of the development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.

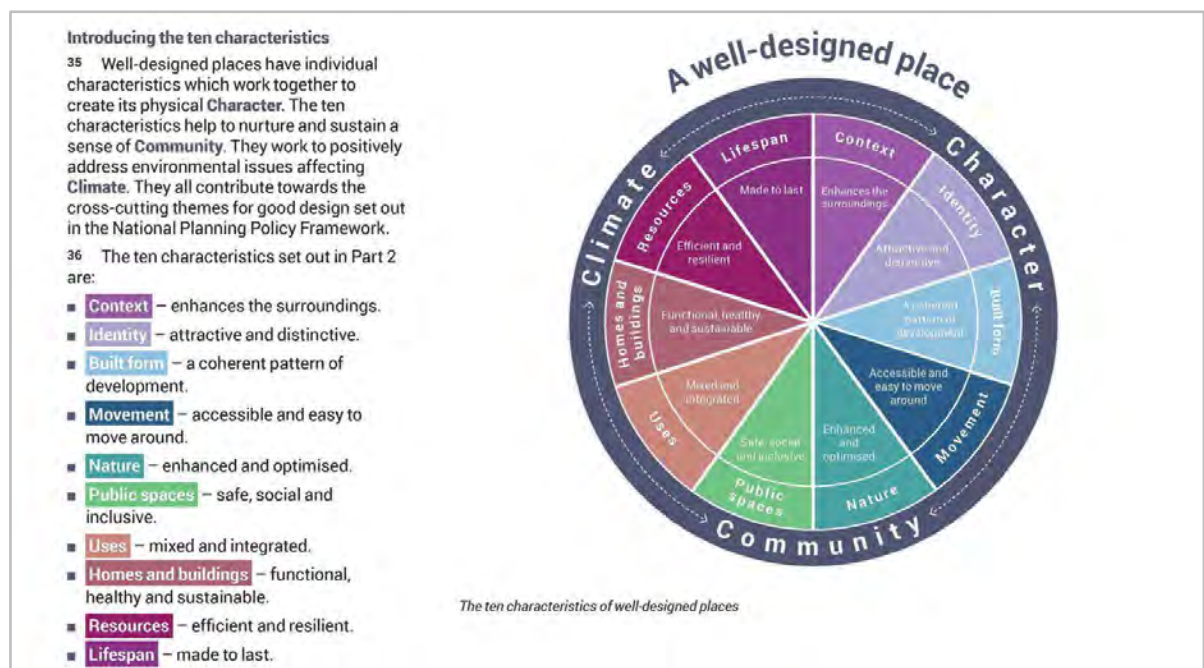
2.2.9 The scope of this Transport Assessment is commensurate with the scale and trip generation of the development proposals and has been agreed as part of pre-application discussions with the local highway authority.

National Design Guide

2.2.10 The National Design Guide was introduced in October 2019 to describe characteristics of a 'well designed place'. NPPF Para 110(c) requires development to be delivered in accordance with national design guidance.

2.2.11 The National Design Guide provides ten characteristics of well-designed places which should be brought together through the scheme.

Image 2.1 National Design Guide – Ten Key Characteristics



2.2.12 Whilst these are fundamentally interrelated, the 'Movement' characteristic is most relevant to transport matters and requires that a movement network defines a clear pattern of streets that:

- Is/ are safe and accessible for all.
- Functions efficiently to get everyone around, takes account of the diverse needs of all its potential users and provides a genuine choice of sustainable transport modes.
- Limits the impacts of car use by prioritising and encouraging walking, cycling and public transport, mitigating impacts and identifying opportunities to improve air quality.

- Promotes activity and social interaction, contributing to health, well-being, accessibility, and inclusion.

2.2.13 To achieve this, the National Design Guide recommends:

- A connected network of routes for all modes of transport, with a clear layout and hierarchy of streets.
- Giving priority to active travel, providing safe and direct routes.
- Providing well considered servicing and utilities infrastructure, providing parking that is convenient and safe, safe access provided for servicing and emergency vehicles, and utilities positively accommodated.

2.2.14 The internal elements of the scheme will be addressed as part of reserved matters applications and when addressed would meet the movement requirements of the National Design Code. The parameter plans for the proposed development are provided in Section 4 of this report.

2.3 Local

2.3.1 The relevant local policies are set out in **Table 2.2**.

Table 2.2: Local policy and guidance

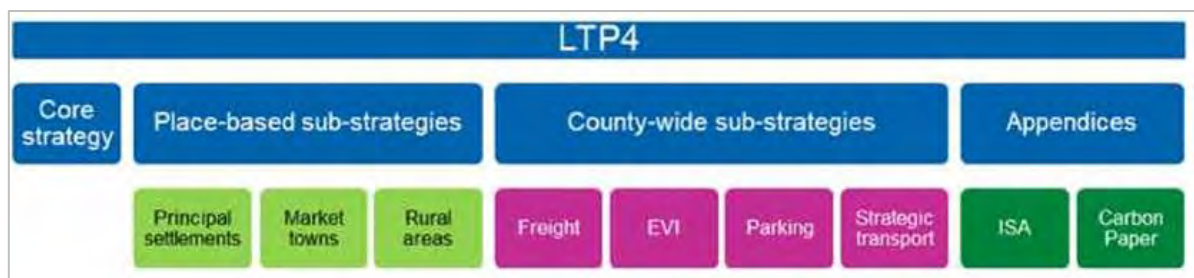
Policy document	Relevant policies / areas
Wiltshire Local Transport Plan 4 (LTP4)	A1: Reducing the need to travel as often
	S1: Enable active travel to be the preferred choice for shorter journeys (or as part of a longer journey) by improving journey safety, access and quality
	S2: Provide more public and shared transport options, and improve service quality
	S3: Provide better access to public and shared transport services
Wiltshire Core Strategy (2015)	60 – Sustainable Transport
	61 – Transport and New Development
	62 – Development Impact on the Transport Network
	1 – Settlement Strategy
	16 – Melksham Link Project
	53 – Wiltshire's Canals
Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy	Table 7.1 Minimum parking standards (allocated parking)

Policy document	Relevant policies / areas
Wiltshire Local Transport Plan 2011-2026 Cycle Strategy	Policy 4 and Appendix D
Wiltshire Local Plan Pre-Submission Draft	Withdrawn on 19 th May 2026
Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) (March 2026)	Detailed Below
Melksham Neighbourhood Plan 2020 - 2038	11: Sustainable Transport and Active Travel

Wiltshire Local Transport Plan 4 (LTP4)

2.3.2 The LTP comprises of a core strategy and a suite of supporting documents.

Image 2.2: LTP4 structure



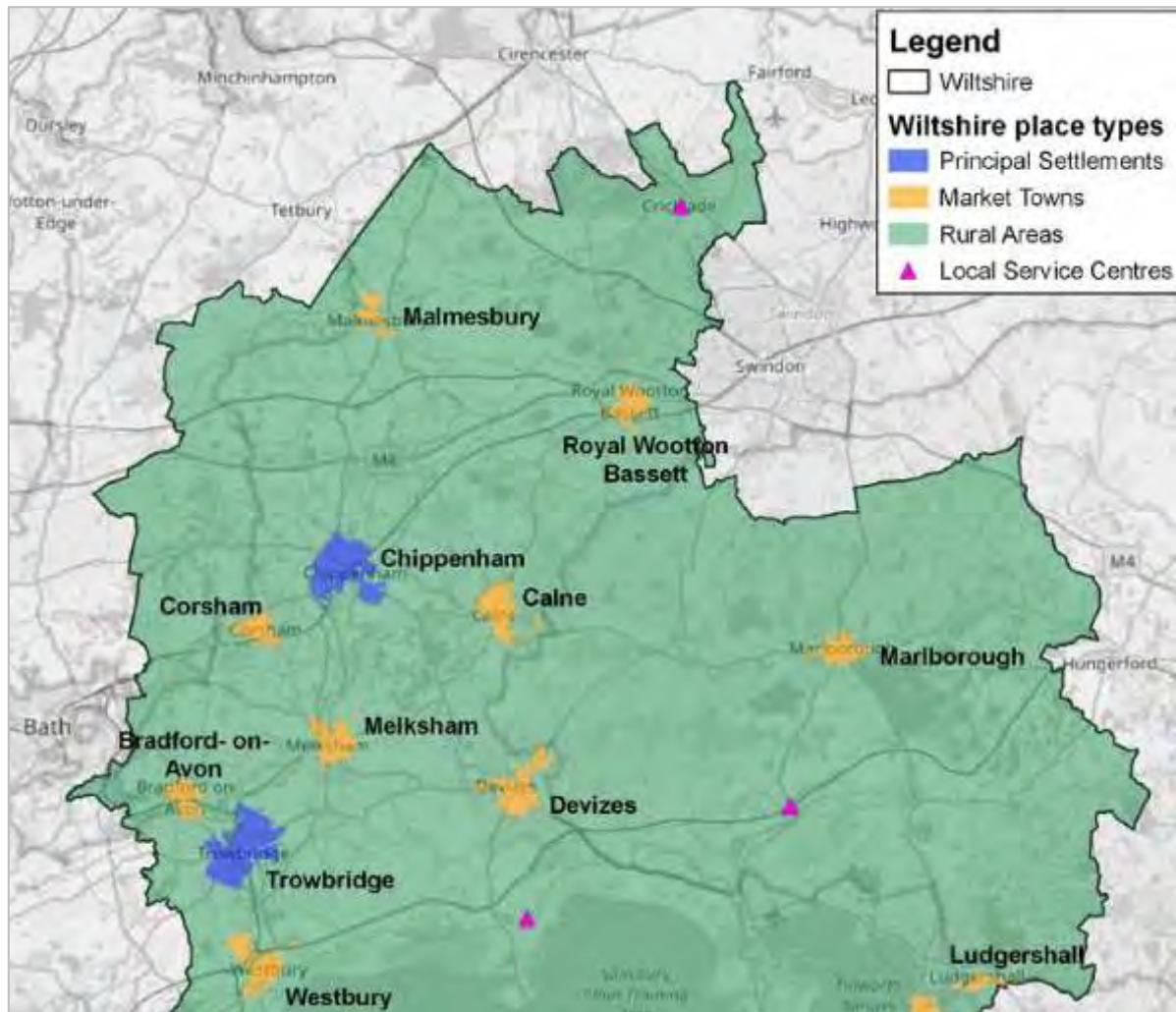
2.3.3 The documents of most relevance are:

- Core strategy
- Market towns
- Electric vehicle infrastructure
- Parking
- Freight

2.3.4 The vision set out in the core strategy of the LTP4 focuses on safety, connectivity and accessibility in a way that contributes towards a low carbon economy. The LTP4 policies sit within four topic areas which are avoid, shift, improve and support. As set out in **Table 2.2** the main policies of relevance are A1, S1, S3, and SU2.

2.3.5 The LTP4 uses the Wiltshire Core Strategy (2015) and draft Wiltshire Local Plan (2023) place types for the place-based sub strategies. Melksham is identified in Figure 3-2 of the Core Strategy as a market town and an extract from this is shown in **Image 2.3**.

Image 2.3: Wiltshire place types (extract from Figure3-2 of the Core Strategy)



2.3.6 Section 3.2 of the Core Strategy defines a market town as being:

Settlements that have the ability to support sustainable patterns of living in Wiltshire through their current levels of facilities, services and employment opportunities.

2.3.7 Therefore, the proposed development is in a settlement which the Core Strategy states have the facilities, services and employment opportunities to support it. This is evidently so confirmed by the recent planning decision to permit residential development in the town and along Semington Road.

2.3.8 Policy A1 includes three elements and the most relevant elements relate to improving ultrafast fibre coverage to enable access to online services, and planning for HGV deliveries in new developments. The delivery of the former is outside of the scope of a transport assessment, but there would be benefit in terms of transport as it would facilitate home working. The development would be designed to accommodate deliveries, servicing and emergency access.

- 2.3.9 Policies S1, S2 and S3 are the 'shift' related policies. These are focused more on the higher level broad objectives for Wiltshire, but there are elements which can be interpreted as being applicable. S1 is about prioritising active travel for shorter journeys and the development would be designed to encourage residents to walk and cycle within it. It also refers to the delivery of schemes in the LCWIP and the planned development would not compromise these schemes.
- 2.3.10 The site already benefits from a bus service that can be accessed from stops within walking distance of the site and these stops already include shelters, seating and raised kerbs. Therefore, the proposed development would not need to implement further bus infrastructure improvements to comply with policies S2 and S3.

Wiltshire Core Strategy (2015)

- 2.3.11 The core strategy policies 60, 61 and 62 are the most relevant in terms of transport planning, but other elements such as strategic objective 3 and core policy 1 are also referred to as they are relevant.
- 2.3.12 Policy 60 covers sustainable transport and the desire to reduce the need to travel by private car. The key clauses within this policy are (i) planning developments in accessible locations, (ii) promoting sustainable transport alternatives to the use of the private car, and (vi) assessing and, where necessary, mitigating the impact of developments on transport users, local communities and the environment.
- 2.3.13 The development is located within walking distances of facilities and services and as set out previously, Melksham as a market town is defined in the LTP4 as having the ability to support sustainable patterns of living. The Core Strategy (within strategic objective 3) also sets out a key outcome which further supports the proposed development as it states that:

Homes will have been delivered in the most sustainable locations and will have been designed to respect the local character, and the primary focus of new housing development will have been at Trowbridge, Chippenham and Salisbury and the market towns.

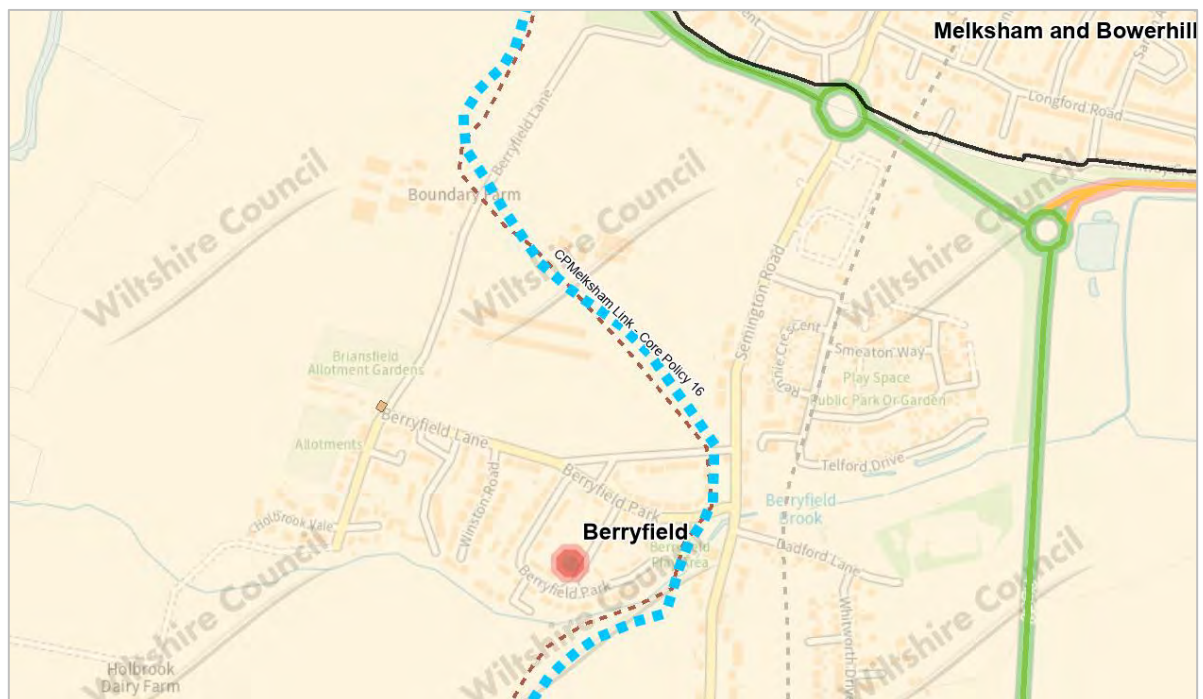
- 2.3.14 Core policy 1 also states the following which further supports the delivery of the proposed development.

Market Towns have the potential for significant development that will increase the jobs and homes in each town in order to help sustain and where necessary enhance their services and facilities and promote better levels of self containment and viable sustainable communities.

- 2.3.15 Core policy 61 is specifically related to transport and new development. The headline element of the policy is that new development should be located and designed to reduce the need to travel particularly by private car, and to encourage the use of sustainable transport alternatives. The proposed development's connectivity and accessibility are described in Section 3 of this report, and this demonstrates the site is able to benefit from the existing services and facilities in Melksham.

- 2.3.16 Core policy 61 also states other relevant points, including that the consideration of all modes and users is included in a Transport Assessment, that the proposed development is served by safe access to the highway network, and Travel Plans will be required to encourage the use of more sustainable modes. These are covered within the report and the Travel Plan that will be submitted as part of the planning application.
- 2.3.17 Core policy 62 discusses the impact of development on the transport network. The two clauses within this policy are:
- 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.
- 2.3.18 The assessment presented in Section 5 of this report demonstrates that the proposed development would not have a severe impact on the operation of the highway network, and therefore no mitigation measures are proposed. The development does not access directly to/ from the national primary route network and therefore the second part of the policy is not applicable.
- 2.3.19 The proposed development also needs to acknowledge and accommodate the proposed route for the Melksham Link Canal. This is covered by Core Policy 16 and the alignment that must be safeguarded is shown in the proposals map. An extract from this is shown in **Image 2.4**. The protection of the canal network is also covered more broadly by Core Policy 53.

Image 2.4: Alignment of the canal under Core Policy 16



Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy

- 2.3.20 The parking strategy sets out minimum standards for car parking at residential developments. An extract from this policy is shown in **Image 2.5**.

Image 2.5: Extract showing the minimum residential parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

- 2.3.21 Car parking will be a reserved matter and therefore address as part of subsequent planning applications.

Wiltshire Local Transport Plan 2011-2026 Cycle Strategy

- 2.3.22 Policy 4 of the strategy sets out that cycle parking at new developments should be provided in accordance with the requirements set out in the Appendix 4 of the strategy. The standards for residential development are shown in **Image 2.6**. The proposed development would provide cycle parking in accordance with the standards and this would be addressed in more detail as part of reserved matters applications.

Image 2.6: Cycle parking requirements

C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings. 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
	Exceptions may be made for certain types of special needs housing. Housing for the active elderly should include cycle parking provision.	

Wiltshire Local Plan Pre-Submission Draft

- 2.3.23 On Friday 27 February 2026, Wiltshire Council received the response from the Inspectors, appointed by the government to examine the Local Plan, to the proposed programme of work submitted to them on 30 January 2026. The Inspectors set out two options for the council, to either (i) withdraw the Local Plan from examination or (ii) request that the Inspectors draft a final report (which would recommend non-adoption).

2.3.24 Wiltshire Council took a report to the cabinet on 6th May 2026 and Council on 19th May 2026, and at the meeting of full council on 19 May 2026 Councillors voted to withdraw the Wiltshire Local Plan Review from examination.

Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) (March 2026)

2.3.25 The Melksham Local Cycling and Walking Infrastructure Plan (LCWIP), released in March 2026 identifies cycling and walking infrastructure improvement opportunities across Melksham. This plan sets out the existing cycling routes and bridleways, including the National Cycle Network routes 4 and 403. These are shown in **Images 2.6 and 2.7**.

2.3.26 An extract from the LCWIP showing the townwide strategy is shown in **Image 2.8**. Semington Road is part of the corridor termed Corridor 4 – Town Centre to Semington. The section close to the site designates Semington Road as a quiet street. An extract from the LCWIP is shown in **Image 2.9**.

2.3.27 The LCWIP sets out the walking strategy for the town. Most relevant to the site is the route between the town centre and Berryfields Village Hall along Semington Road. An extract of the final walking network is shown in **Image 2.10**.

2.3.28 The proposed improvements to Town Centre to Semington corridor, identified in the LCWIP as a priority route, directly benefit the site by improving the key desire line for pedestrians and cyclists. The document proposes the following relevant improvements (presented in **Table 2.3**) and aims to achieve comfortable on-road cycle conditions throughout.

Image 2.6: LCWIP presentation of cycle routes and public rights of way

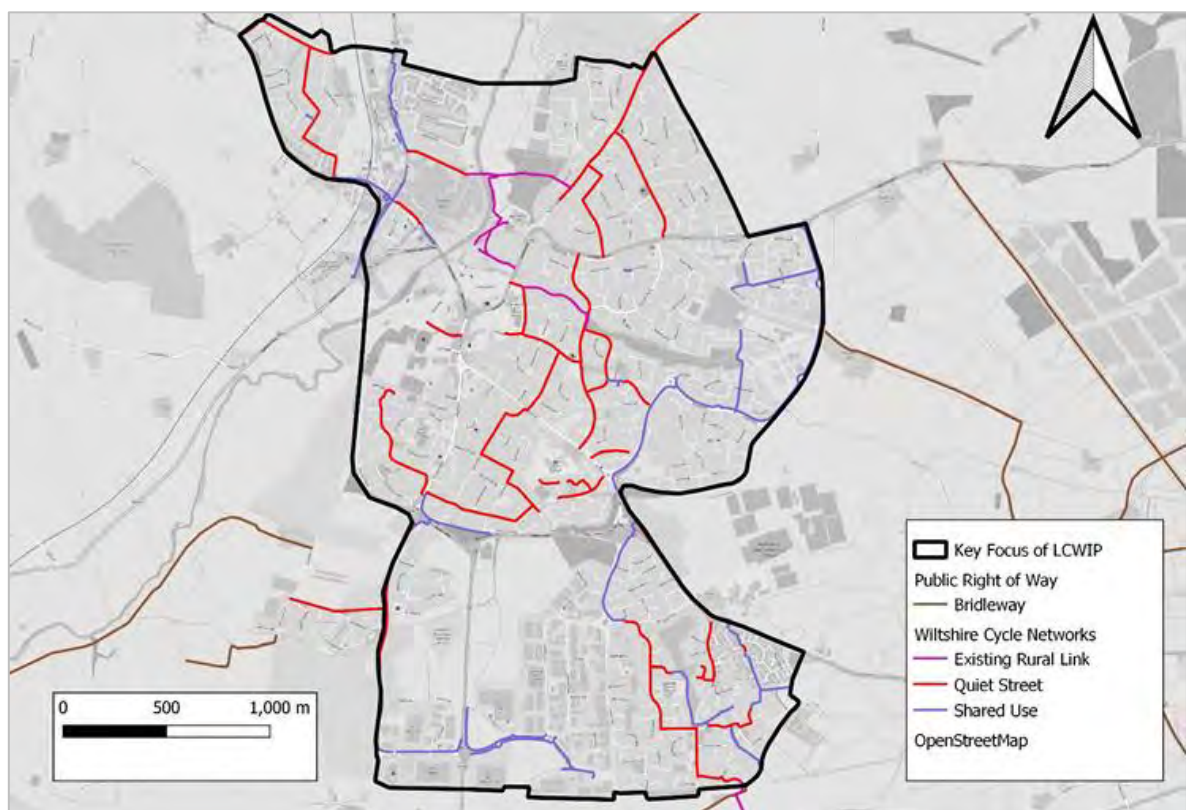


Image 2.7: LCWIP presentation of national cycle routes

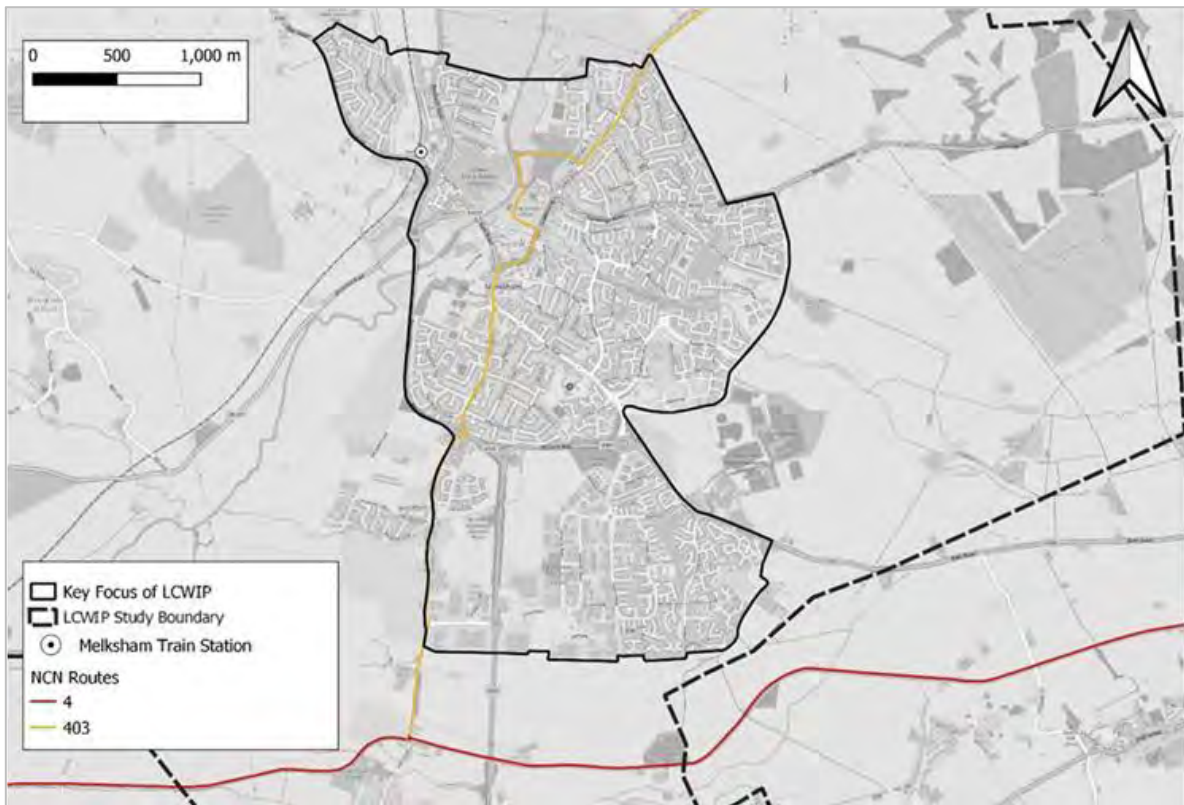


Image 2.8: LCWIP cycle strategy

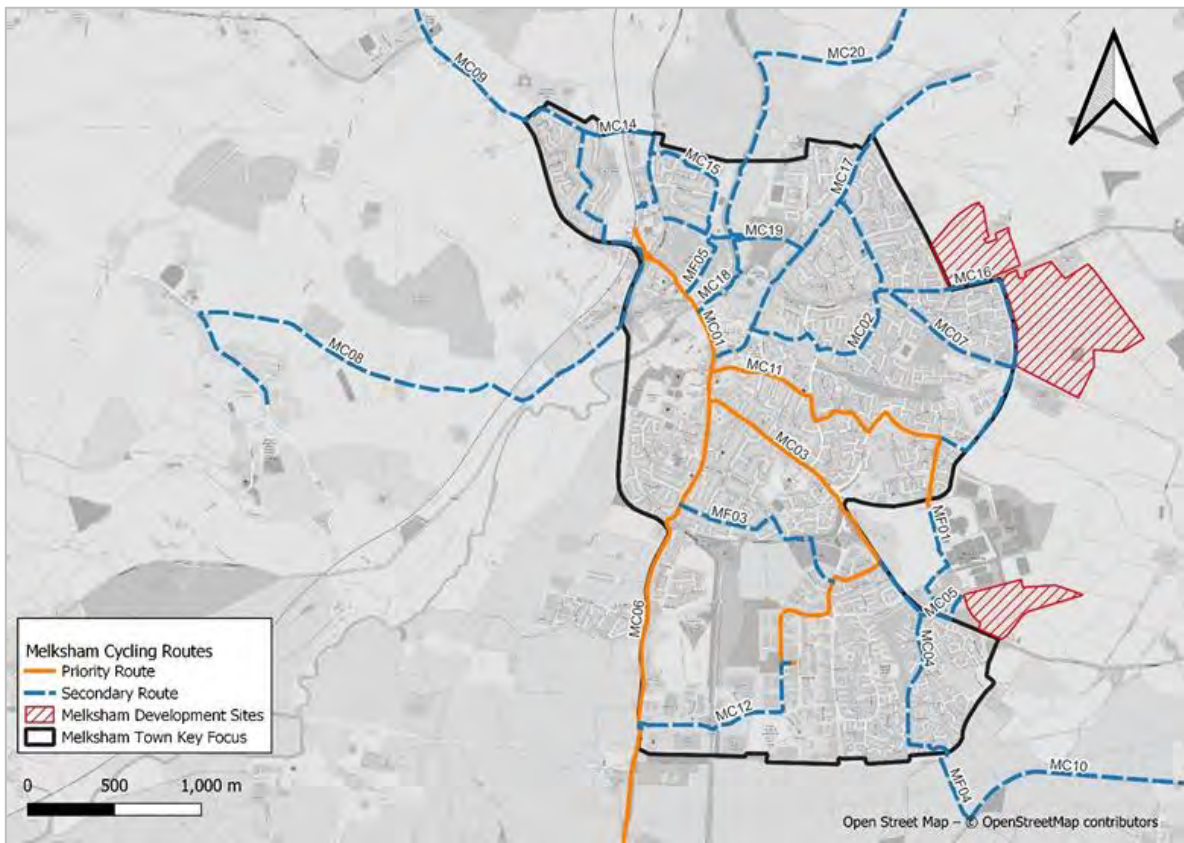


Image 2.9: LCWIP cycle strategy

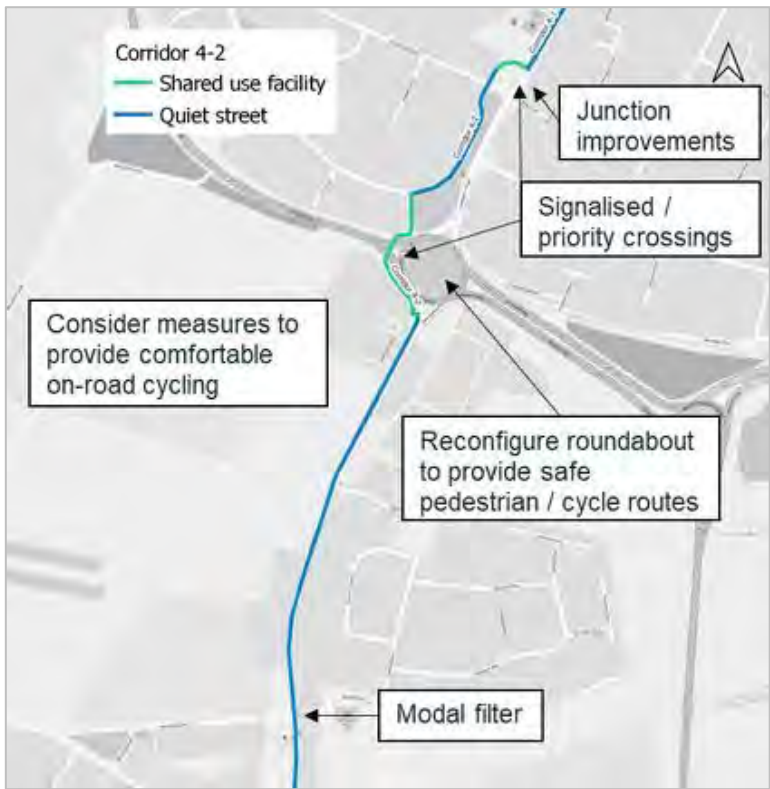


Image 2.10: Melksham LCWIP walking network map

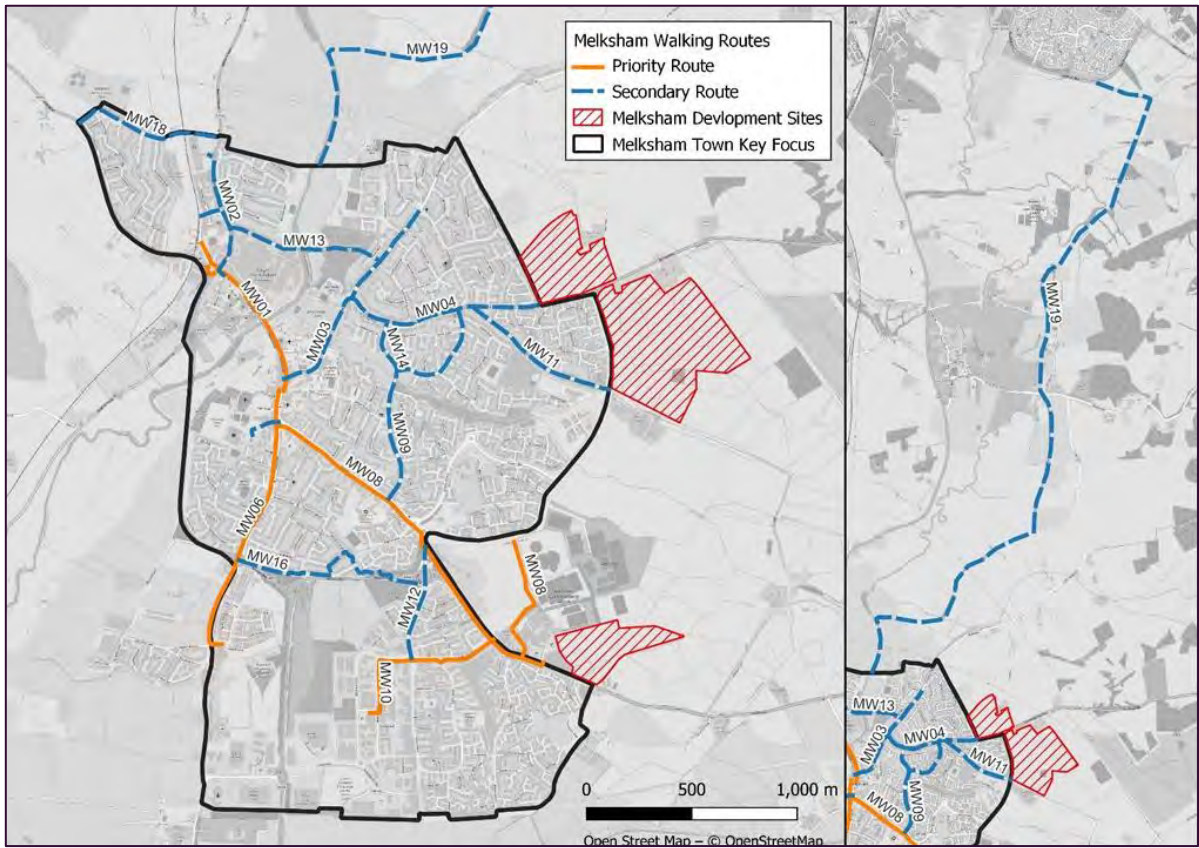


Table 2.3: LCWIP proposed improvements

Corridor Section	Specific Location	LCWIP Interventions
	Side road junctions throughout	General route improvements
4.1: Quiet mixed-traffic street and along the High Street / King Street and improvements to the existing roundabout junction with Spa Road.	Town Centre	Gateway feature to mark change in street character Quiet, mixed-traffic street on due to the limited road space available with measures to provide comfortable conditions for on-road cycling to be considered
	High Street / Spa Road roundabout	Investigated to provide safe links for pedestrians and cyclists
4-2: Quiet mixed-traffic street on Hornbeam Crescent parallel to Semington Road, joining to an upgraded segregated facility to cross Semington Road Roundabout, and continuing on a quiet mixed-traffic street along Semington Road.	Semington Road to Hornbeam Crescent	A Short new section of shared use or segregated facility should be provided
	Semington Road	Measures to provide a quiet mixed-traffic street should be investigated with the potential to consider a modal filter to help restrict the flow of traffic and reduce speeds
	Hazelwood Road and Western Way	Addition of signalised crossings; junction improvements at Hazelwood Road
	Semington Road Roundabout	Reconfigured to provide safer crossing routes for pedestrians and cyclists
4-3: Quiet mixed-traffic street will continue into Semington	Semington Road / Hampton Park / High Street Roundabout	To provide pedestrian and cycle connections through the junction – potentially including addition of a signalised priority crossing on High Street arm
	Between Semington Road / Hampton Park / High Street Roundabout and Kennet and Avon Canal	Potential to widen the existing footway into the verge space
	-	Measures to provide a quiet mixed traffic street to be investigated further.

Source: Melksham Local Walking and Cycling Infrastructure Plan (2026)

Melksham Neighbourhood Plan 2020 – 2038

2.3.29 Policy 11 of the plan covers sustainable transport and active travel. This requires development proposals to compliment the sustainable travel hierarchy and include provision for ultra-low emission vehicles. A set out previously the scheme includes walking and cycling infrastructure, and electric vehicle charging would be provided in line with Part S of the Building Regulations.

3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section of the TA provides a description of the existing transport conditions in the area, including opportunities for walking, cycling and using public transport. The existing highway conditions will also be reviewed and cover the road networks, traffic conditions and a review of the personal injury accident data. In summary the structure of this section is as follows:

- Pedestrian and cycle networks
- Public transport
- Site connectivity and accessibility
- Highway network

3.2 Pedestrian and cycle networks

3.2.1 The site benefits from existing pedestrian and cycle infrastructure and networks. This review focuses on Semington Road but also covers Berryfield Lane, Berryfield Park, Hampton Park West, King Street, High Street, Spa Road, Bath Road, Longford Road, and Kenilworth Gardens.

Semington Road

3.2.2 Semington Road forms the eastern site boundary and runs north-south from Hampton Park West to King Street. This provides the most direct route for pedestrians and cyclists to the town centre. The posted speed limit along the site frontage is 30mph and there is a continuous footway along the western side of the carriageway between the site and the A350 Semington Road Roundabout.

3.2.3 The National Cycle Network Route 403 routes along Semington Road and as set out previously in the review of the LCWIP (**Image 2.6**) Semington Road is designated as a quiet street for cycling. Route 403 is shown in **Figure 4** and an extract from this is shown in **Image 3.1**.

3.2.4 At the roundabout with the A350 Western Way, the southern, northern and eastern arms have shared footway/cycleway provision, with pedestrian and cyclist crossings on the southern and eastern arms. The southern arm features a zebra crossing with pedestrian and cycle refuge on the splitter island. This is shown in **Image 3.2**. On the eastern arm, a staggered signalised toucan crossing enables users to cross the A350 carriageway and join the shared footway/ cycleway. The western arm is an uncontrolled crossing with a pedestrian refuge.

3.2.5 Approximately 80m north of the roundabout, cyclists are required to re-join the carriageway on the National Cycle Network.

Image 3.1: Alignment of National Cycle Network Route 403

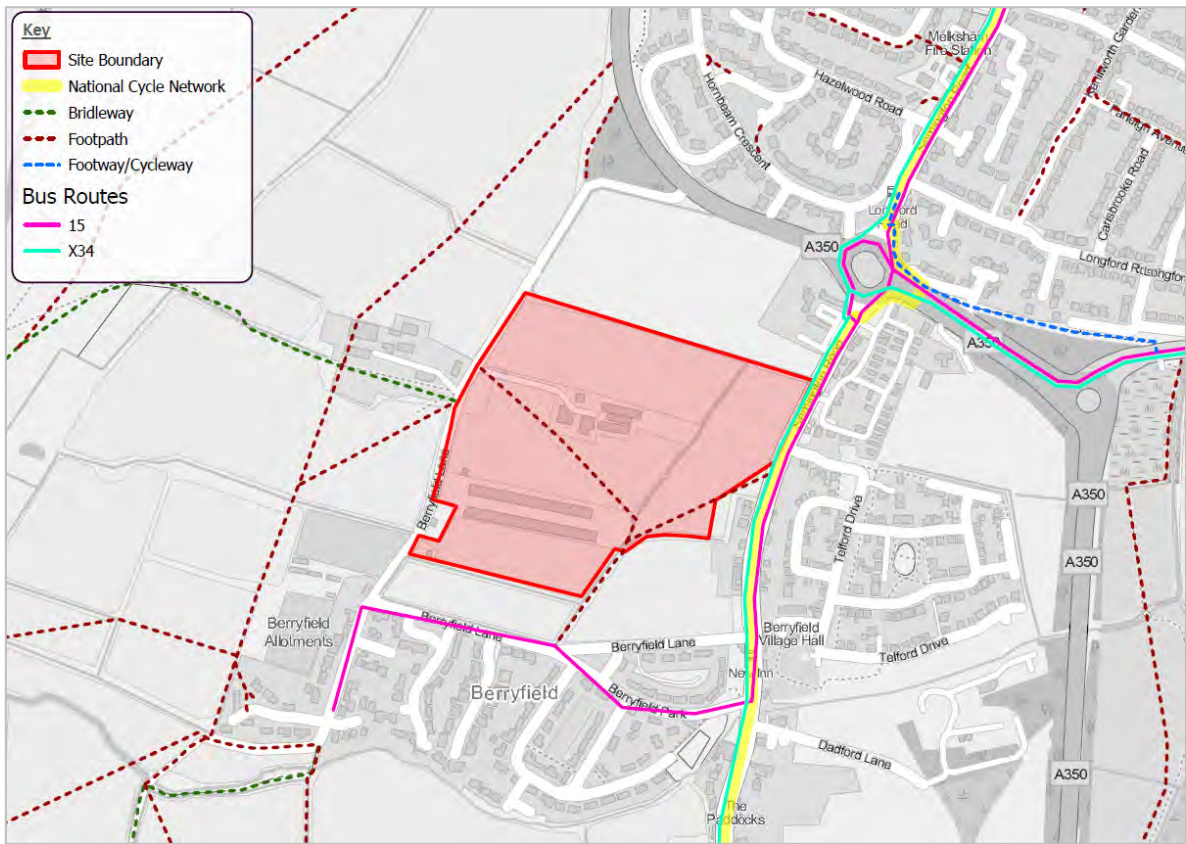


Image 3.2: Crossing provision on Semington Road at the A350 Semington Road roundabout



3.2.6 South of the site, Semington Road has pedestrian footway provision on the western side of the carriageway, and there are footways on the eastern side of some sections of Semington Road. There is a zebra crossing north of the Semington Road/ Berryfield Park junction which supports crossing between the western and eastern footways. This is shown in **Image 3.3**. There is also an uncontrolled crossing point at the two bus stops located on the site frontage. This is shown in **Image 3.4**.

Image 3.3: Zebra crossing of Semington Road



Source: Google Earth

Image 3.4: Uncontrolled crossing of Semington Road at bus stops



Berryfield Lane

- 3.2.7 Berryfield Lane is a single-track lane with sealed surface that runs north-south parallel to Semington Road, situated west of the site. The lane has no segregated pedestrian or cycle infrastructure from the A350 for approximately 700m.

Berryfield Park

- 3.2.8 Berryfield Park continues east from Berryfield Lane and connects Semington Road. The southern side of the carriageway has pedestrian footway provision for the length of the road, with the northern side footway running for 200m from the junction with Semington Road. Cyclists can cycle on-carriageway, and the road is subject to a 30mph limit.

Hampton Park West

- 3.2.9 Hampton Park West connects Semington Road to the A350, Portal Road and the facilities in Bowerhill. There are shared footway cycleways on both sides of the carriageway, with the northern side running continuously to the A350. A signalised, staggered, toucan crossing is provided across the northern arm of the A350 / Hampton Park West / Portal Road roundabout.

King Street

- 3.2.10 King Street is a northern extension of Semington Road, situated in the centre of Melksham between Semington Road to the south and the High Street to the north. King Street has footway provision on both sides of the carriageway, and some cycle parking toward the roundabout with Market Place and the High Street. At the roundabout, uncontrolled crossings are present on all arms. The road is subject to a 30mph speed limit and is part of NCN route 403.

High Street

- 3.2.11 Melksham high street is situated north of the King Street / Market Place / Spa Road Roundabout. The high street is a pedestrianised area, with wide footways, pedestrianised spaces and signalised crossings. The road is subject to a 30mph speed limit, forms part of the NCN route 403, and cyclists are expected to share the carriageway.

Bath Road

- 3.2.12 Bath Road has a continuous footway connection, the majority of which is shared with a cycleway, from the school to the onward footway network at the Pathfinder Way / Spa Road roundabout.

Longford Road

- 3.2.13 Longford Road is a residential street with footway provision, subject to a 30mph speed limit.

Spa Road

- 3.2.14 Spa Road connects the High Street to eastern Melksham. There is footway/cycleway provision and crossings at the eastern-end double mini roundabout. Footways are situated on both sides of the road and cyclists are able to rejoin the carriageway after the junction.

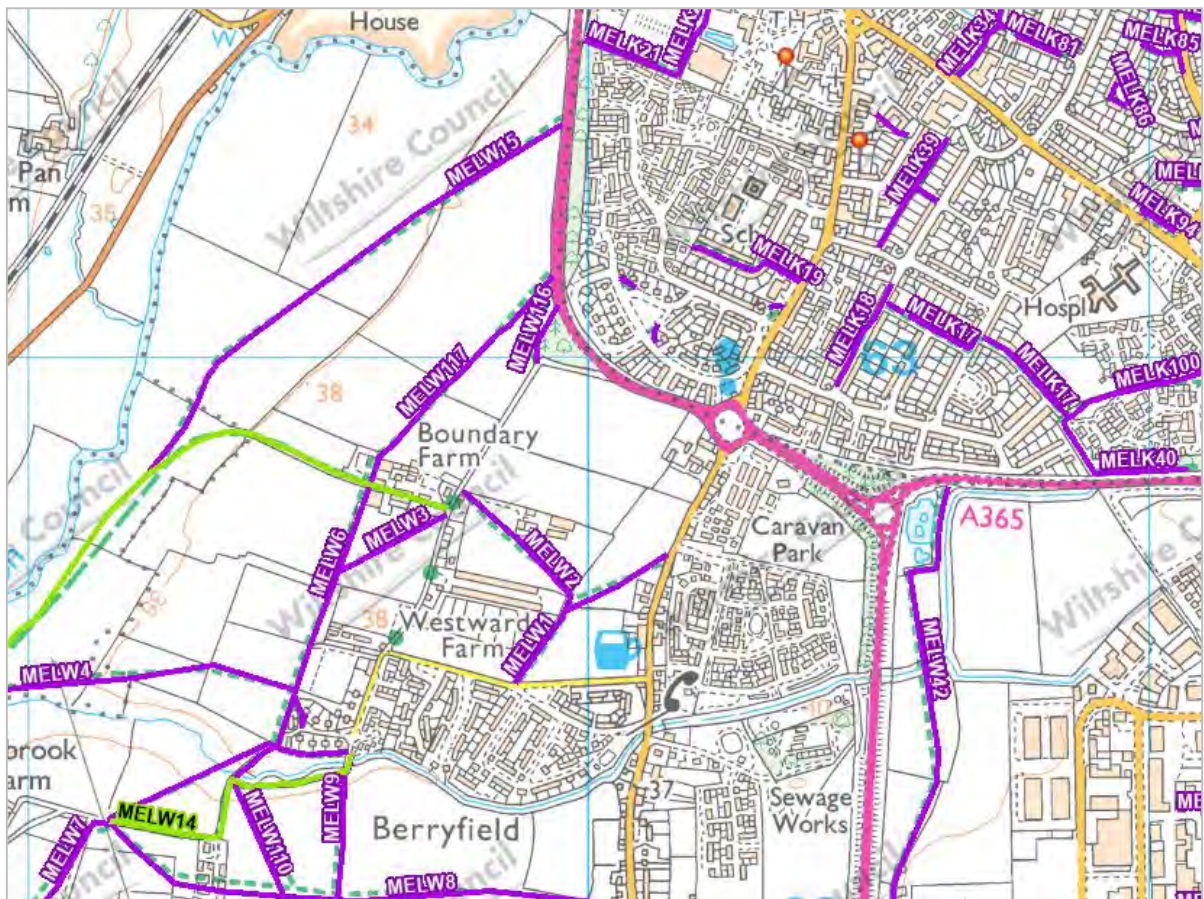
Kenilworth Gardens

- 3.2.15 Kenilworth Gardens is a north-south residential street which runs broadly parallel to Semington Road. Footways are provided on both sides, subject to a 20mph speed limit and an alternative active travel route to Semington Road. Cyclists are required to travel on-carriageway.

Public Rights of Way (PROW)

- 3.2.16 Public footpaths pass through the site, MELW1 which routes from Semington Road to Berryfield Lane (to the south) and MEWL2 which connects Berryfield Lane to the west with MELW1. **Image 3.5** shows the PROW network in the vicinity of the site and these will be accommodated and enhanced as part of the proposed development.

Image 3.5: Public Right of Way Network



Source: Wiltshire Council Public Rights of Way Explorer

3.3 Public Transport

Bus

3.3.1 There are existing bus stops located on Semington Road, at the site boundary. These “Telford Drive” stops can be identified by shelters with seating, and an attached flagpole. Timetable information is provided in the shelters and an uncontrolled pedestrian crossing with dropped kerbs and tactile paving facilities crossing between the northbound and southbound stops. From these stops, faresaver service X34 offers connections to Chippenham, Melksham, Trowbridge and Frome.

3.3.2 Additional stops can be found to the south of the site. The New Inn stops, situated near Berryfield Park, are served by the additional route 15 (a Fromebus service). A summary of the nearby services is provided at **Table 3.1**.

Table 3.1: Bus timetable summary

Service	Destinations	Service frequency		
		Weekday	Saturday	Sunday
X34	Chippenham - Frome	Every 40 minutes from 6:54 – 17:55	Hourly from 07:10 – 18:07	Hourly from 08:57-17:58
15	Melksham and Berryfield	Outbound services at 10:23 & 12:23. Returning at 13:59, 16:49 and 17:54.	Outbound services at 10:23 & 12:23. Returning at 13:59, 15:04, 16:04, 16:44 and 17:24.	N/A

Rail

3.3.3 The closest station to the proposed development is the Melksham Railway Station, situated in north-west Melksham. The station lies within the maximum walking distance of 3.2km, accessible on foot and by cycling via the high street. **Table 3.2** provides a summary of services at Melksham Railway Station.

Table 3.2: Railway service summary

Destination	Journey duration	Peak	Off peak
Swindon	27 minutes	Every 2 hours	
Westbury	17 minutes	Every 2 hours	

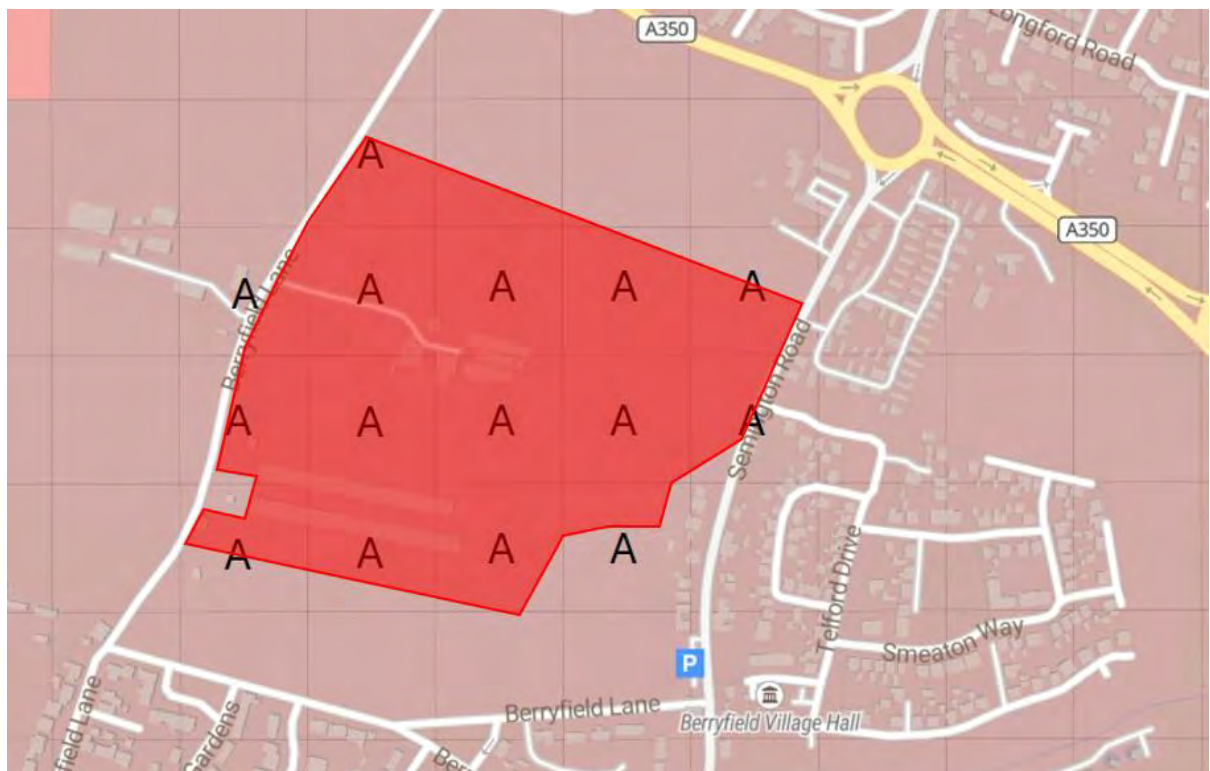
3.3.4 The station features eight cycle parking spaces, in the form of stands which are sheltered and covered by CCTV in addition to 10 vehicle parking spaces. Regarding accessibility, the station has step free access to all platforms, sheltered waiting and seating areas.

3.4 Site connectivity and accessibility

DfT Connectivity tool

- 3.4.1 The DfT Connectivity tool allows a comparison of a site's connectivity relative to other areas within a local authority and against the most connected place in the country. The highest rating in the local authority comparison is A, and as shown in **Image 3.6** the site has this rating. It is therefore comparatively as very well connected as other locations in Wiltshire.

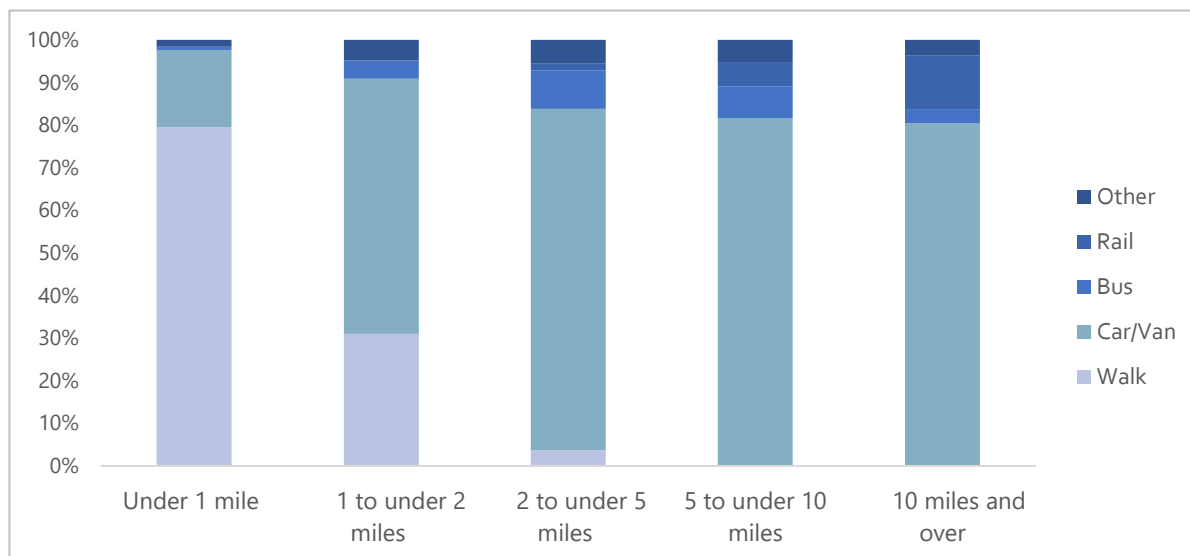
Image 3.6: Connectivity of site (local authority level)



Propensity to walk and cycle

- 3.4.2 Journey distance is a factor in modal choice, and the potential for active travel has been assessed against the Manual for Streets, National Design guidance and National Travel Survey guidelines.
- 3.4.3 Manual for Streets and the National Design Guidance identify that a 'comfortable walk' is a 10-minute journey (800m). This is not an upper limit however and the average walking journey length is demonstrated by the National Travel Survey (NTS) to comprise a 1.1km walk. Indeed, the NTS demonstrates that 80% of all journeys under one mile are made on foot, i.e. most trips under a mile are walked.

Image 3.7: Mode share of trips by main mode for different trip lengths: England



3.4.4 Therefore, a regular walkable distance is taken as a maximum of 1,600m (one mile), and intuitively the shorter the distance, the more likely that a walking trip would occur. The data demonstrates that people are prepared to walk up to 3,200m in some situations.

3.4.5 The Department for Transport's (DFT) 'Gear Change: A bold vision for cycling and walking' states:

"In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–1817. For many people, these journeys are perfectly suited to cycling and walking."

3.4.6 The NTS demonstrates that the average journey distance by bike is 4.4km, with average length of an employment and leisure cycle trips some 5.2km. A 5km cycling distance is taken as a 'reasonable' cycle distance, with 8km considered to be 'maximum' regular cycling distance.

Local facilities and journey times

3.5 The site is located to the southwest of Melksham Town Centre, benefiting from a wide range of facilities and services. Other notable areas include Bowerhill and Semington. A summary of some key local facilities and areas is presented in **Table 3.3** and **Figure 1**.

Table 3.3: Local facilities and journey times

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Leisure	The New Inn	470	6	2
	Berryfield Village Hall	530	6	2
	The West End Inn	780	9	3
	Golden Falls	1,130	13	4
	Burnett Close Play Area	1,180	14	4
	Refa Tandoori	1,180	14	4
	Melksham Assembly Hall	1,180	14	4
	Hazelwood Park	1,280	15	5
	Cornflower ay Playing Field	1,380	16	5
	Melksham Library	1,380	16	5
	The Milk Churn	1,580	19	6
	Melksham Scout Group	1,780	21	7
Retail	King George V Park	1,880	22	7
	Esso Petrol Station	630	8	2
	Morrisons Daily	830	10	3
	Melksham Town Centre	1,380	16	5
	Dick Lovett Land Rover	1,580	19	6
	Waitrose	1,580	19	6
	Doodles Tyres Limited	1,680	20	6
Education	Sainsbury, Inpost and Argos	1,780	21	7
	Aloeric Primary School	930	11	3
	Achievio: Alternative Provision & Children's Education in Melksham, Wiltshire	1,480	18	6
	Canberra Childrens Centre	1,480	18	6
	St Mary's CofE School	1,780	21	7
	River Mead School and Nursery	2,080	25	8
Health	Melksham Oak Community School	2,380	28	9
	Southern Dental Group	1,180	14	4
	Melksham Community Hospital	1,580	19	6
	Melksham Pharmacy	1,580	19	6
	Spa Medical Centre	1,680	20	6
Employment	Gompels Pharmacy	1,680	20	6
	SSE Energy Solutions	1,480	18	6
	Avon Technologies	1,780	21	7
	Bowerhill Industrial Park	2,180	26	8

Purpose	Destination	Distance (m)	Walking Journey Time (mins)	Cycling Journey Time (mins)
Transport	Caraven Park Bus Stop	204	2	1
	Melksham Station	2,280	27	9

Key

	Within 800m - a comfortable walking distance / Within 8km cycling distance
	Within 1,600m - a reasonable walking distance
	Within 3,200m - a realistic / maximum walking distance

- 3.5.1 As demonstrated above, it is well located to employment, education, retail, health and leisure facilities. Future residents would benefit from direct active travel connections to the heart of Melksham, Bowerhill and Semington.

3.6 Local highway network

Scope

Berryfield Lane

- 3.6.1 Berryfield Lane forms the western boundary of the site. This is from the simple priority junction with the A350 north to a series of properties to the south via a residential estate. At the Berryfield Park development Berryfield Lane splits. To the south it extends through the development, serving a small number of dwellings, and onward in a south-westerly direction as a single track road. To the east it serves the Berryfield Park development before splitting into Berryfield Park and Berryfield Lane. Both Berryfield Park and Berryfield Lane continue to Semington Road.

Semington Road, north of Semington Road Roundabout

- 3.6.2 North of the Semington Road Roundabout, Semington Road extends approximately 450m before becoming King Street, and continuing north. The road is a two-way single carriageway with a 30mph speed limit and this provides access to central Melksham, including the High Street.

Semington Road, south of Semington Road Roundabout

- 3.6.3 South of the roundabout, Semington Road is a two-way single carriageway road that connects Semington High Street and Hampton Park West to south Melksham. The posted speed limit is 30mph which is supported by traffic calming in the vicinity of the proposed development.
- 3.6.4 An automatic traffic count (ATC) was undertaken on Semington Road to record the flows and 85thile traffic speeds in the vicinity of the proposed site access junction. The 85thile speeds on Semington Road for 10:00 to midday and 14:00 to 16:00 are shown in **Table 3.4**. The weather conditions at the time included some rain, so in accordance with CA 185 an additional 2.4mph has been added to the recorded speeds.

- 3.6.5 These speeds have been used to determine the junction visibility requirements and the data used to determine junction visibilities is provided in **Appendix A**.

Table 3.4: Semington Road vehicle speeds

Direction	85 th Percentile Speeds	Visibility Requirements
Northbound	35mph	53.0m
Southbound	34.2mph	51.1m

- 3.6.6 AM and PM peaks have been determined using the network peak hour, derived from seven MCC locations across the local area so that local fluctuations in the data are considered. The peak hours were identified across the area as being 07:45-08:45 and 16:45-17:45. As such, the flows presented in **Table 3.5**, derived from ATC 1 (north) and ATC 2 (south), are calculated from the closest relevant hourly period. These are 08:00-09:00 and 16:00-17:00.

Table 3.5: Semington Road vehicle flows

	AM Peak (7:45am to 8:45am)	PM Peak (16:45pm to 17:45pm)	Weekday 24 Hour
Northbound	212	158	1,640
Southbound	209	188	2,067
Two-Way	421	346	3,707

Semington Road Roundabout

- 3.6.7 Semington Road Roundabout connects Semington Road (north-south) with the A350 Western Way (east-west). The configuration of this is shown in **Image 3.8**. A survey was conducted at this junction on 10th March and the results from this are included in Appendix A.

Image 3.8: Semington Road Roundabout



Personal Injury Collision

- 3.6.8 Collision data has been obtained from Wiltshire Constabulary for the most recent available five year period, covering the period of 01/07/2020 to 30/06/2025. During this time 29 collisions occurred and these summarised in **Table 3.6**. They have been categorised by the most vulnerable user involved.

Table 3.6: Collision Summary

User Involved	Fatal	Serious	Slight	Total
Vehicle Only	0	0	7	7
Motorcycle (M/C)	0	1	1	2
Cyclist	0	4	6	10
Pedestrian	0	3	7	10
Total	0	8	21	29

- 3.6.9 An assessment of the causal factors has been undertaken to identify any risk associated with the existing highway network.
- 3.6.10 Of the eight recorded 'serious collisions, seven can be attributed to a failure to observe the other vehicle and/or pedestrian. The other collision, involving a cyclist and a vehicle, occurred when the cyclist attempted to hold onto the vehicle to be pulled along. The other seven are briefly summarised below:

- At the Spa Road / Coronation Road junction, vehicle 1 has pulled out of the junction into the path of vehicle 2 (M/C);
- Within an off-road car park, a vehicle failed to see a pedestrian when manoeuvring into a drop-off area;
- Within a petrol station off of Spa Road, a vehicle failed to see a pedestrian when reversing;
- Within a petrol station off of Bank Street, a pedestrian stepped into the carriageway and the incoming vehicle failed to stop;
- On Spa Road, where a cyclist (travelling southeast) collided with a pedestrian (travelling southeast);
- At the Berryfield Park / Semington Road junction, a vehicle and a cyclist were waiting to turn at the junction and collided when manoeuvring; and
- At Longford / Semington Road junction; a cyclist attempted to cross the road believing the oncoming vehicle was turning, the vehicle proceeded forward and the two collided.

3.6.11 Identified when reviewing the data, the Queensway / Spa Road junction appeared to have a cluster of collisions as shown in **Figure 3**. With regard to the local highway, only three collisions in this area are reported at the junction itself, and it does not suggest an issue on the network. The three collisions, all 'slight' in nature, are summarised below:

- Involving two vehicles, where one vehicle pulled out of the priority junction failing to see the oncoming vehicle on Spa Road;
- Involving a vehicle and a cyclist, where the vehicle turned into the junction and collided with the cyclist who had crossed the road into the path of the vehicle; and
- Involving a cyclist (travelling northwest) who entered the carriageway from the pavement and collided with a vehicle (travelling southwest).

3.6.12 All collisions were reviewed for patterns and clusters that could indicate a potential highway deficiency. The collision data does not suggest that the proposed development would exacerbate any existing issues if brought forward.

4 Development Proposal and Access Arrangements

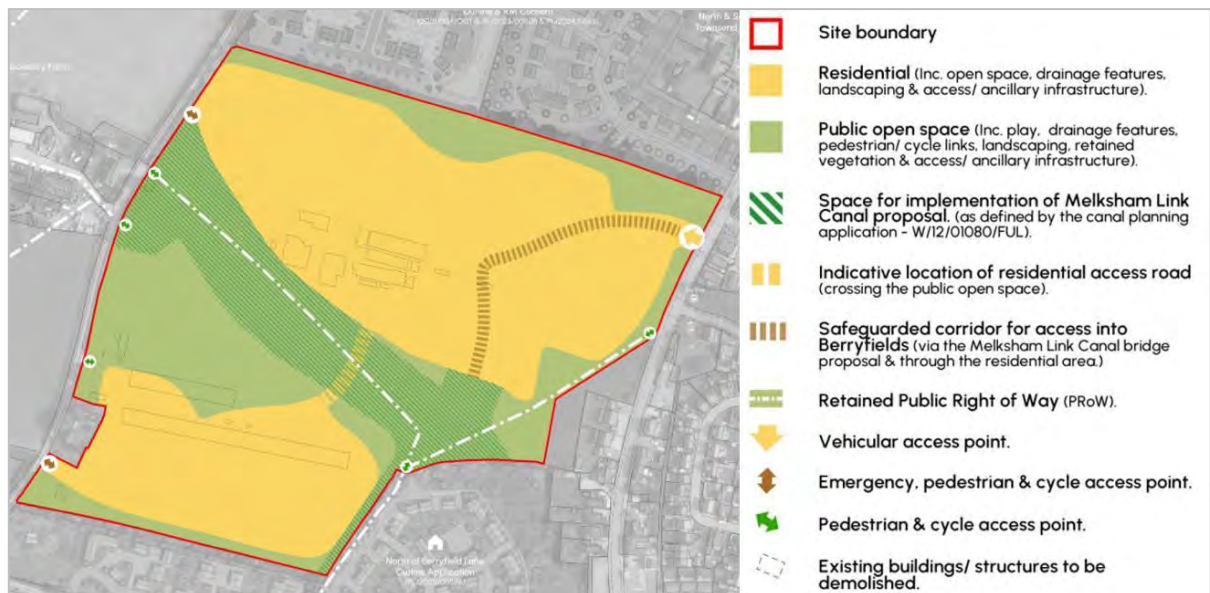
4.1 Overview

4.1.1 This section of the TA explains the development proposal including the details of the outline scheme, the vehicular and active travel access strategy, and site layout considerations (which will be subject to a future Reserved Matters application).

4.2 Proposed development

4.2.1 The development proposal is to deliver a residential scheme of up to 225 dwellings on Land at Townsend Farm, Melksham. This application is for outline only so internal matters will be addressed as part of reserved matters applications. Parameter plans are provided as part of the planning application, and an extract from the access parameter plan is shown in **Image 4.1**.

Image 4.1: Access parameter plan



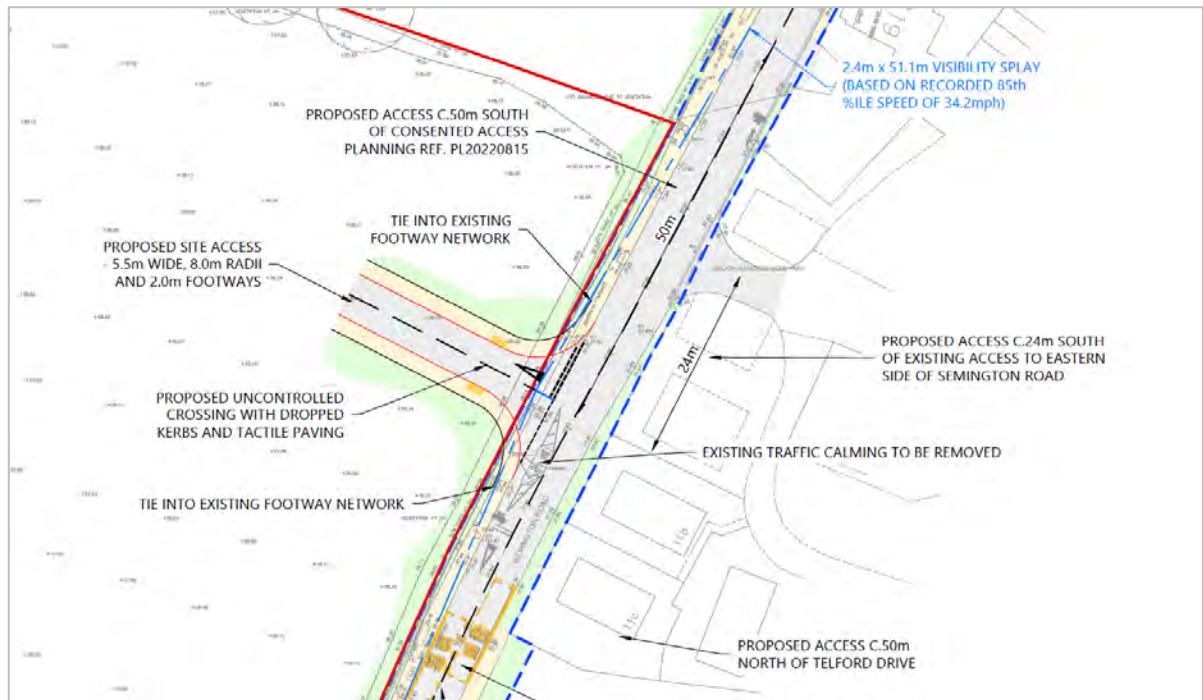
4.3 Vehicular access

4.3.1 Vehicular Access is proposed via Semington Road, and the location of this was discussed with the highways authority as part of pre-application discussions. The junction has the following characteristics:

- 5.5m wide carriageway with 2m wide footway
- Visibility splays of 2.4m x 51.1m to the north and 2.4m x 53.0m to the south.
- Removal of the existing traffic calming

- 4.3.2 The primary site access junction is shown in **Drawing ITB200590-GA-004** and an extract from this is shown in **Image 4.2**. The junction has sufficient capacity to accommodate the proposed development. The site also includes two secondary point of access which provide emergency vehicle, pedestrian and cycle access.

Image 4.2: Site access junction



- 4.3.3 A Road Safety Audit: Stage 1 has been undertaken for the site access junction and the audit and designers response are included in Appendix B . The audit raised the following matters (shown in Table 4.1.) which have been responded to as part of the designers response.
- 4.3.4 The parameter plan also illustrates the indicative location of the internal residential access road that connects the northern and southern parts of the site, and the safeguarded corridor for access into Berryfields via the Melksham Link Canal Bridge proposal.

Table 4.1: Summary of Road Safety Audit – Stage 1

Auditor comment	Designers response
Proposals have an impact on the existing traffic calming in proximity. It is recommended the existing priority narrowing to the south is amended to a priority chicane.	The access proposal was discussed with the local highway authority as part of pre-application discussions. The authority set out that traffic calming measures were originally required in combination with the bus gate location south of the Hampton Park Roundabout in order to remove the road as a 'rat run' alternative to the A350, the developments being built out and proposed will change the nature of Semington Road to a residential link road and as such the potential removal of traffic calming measures in associated with potential development will be investigated within the planning process. The authority went on to state that the potential for traffic calming measures to be removed is not therefore considered to be a case for refusal on highway grounds against future development. Three options were tabled for the site access junction with the scheme that has been audited being the highway authorities preferred scheme. It is agreed that the developments being built out will change the nature of Semington Road and therefore amending or re-providing traffic calming measures is not considered to be necessary.
Overhead lines may not provide adequate headroom. Vehicle loss of control and secondary type collisions.	The audit comment is recognised and this is a matter that would be addressed as part of the detailed design stage for the site access junction.
Pedestrians are unlikely to utilise the proposed uncontrolled crossing. It is recommended the proposed corner radii are reduced to reduce the offset of the proposed uncontrolled crossing.	The design of the junction, including corner radii and carriageway width, was based on balancing the demands of delivery and servicing vehicle access, highway capacity, and pedestrian movement. The crossing and tactile paving provision is located away from the bellmouth of the junction to minimise the distance pedestrians are required to cross the carriageway. Whilst this could be provided on the radius of the junction entrance to align more closely with the desire line, this would increase the distance to cross the carriageway. There is a comparable local junction (Telford Road) which has a similar crossing positioning and this is approximately 7.5m from the entrance to the junction. This demonstrates that a comparable configuration to that shown for the proposed development has been relatively recently approved by the local highway authority.

4.4 Pedestrian and cycle accessibility

- 4.4.1 Three points of access for only pedestrians and cyclists are shown in the parameter plan.
- 4.4.2 The existing public rights of way would be accommodated within the proposed development and the treatment of these would be set out as part of a reserved matters application.
- 4.4.3 The development would improve the condition and accessibility of these public rights of way and this would improve north-south and east-west accessibility across the site to the benefit of the existing residents in the area.

4.5 Canal alignment

- 4.5.1 The parameter plan also illustrates the indicative location of the internal residential access road that connects the northern and southern parts of the site, and the safeguarded corridor for access into Berryfields via the Melksham Link Canal Bridge proposal. A corridor for the canal is reserved in the parameter plan so that this can be brought forward by the Canal and River Trust at a later date.

4.6 Car and cycle parking

- 4.6.1 Parking provision across the development will be provided in accordance with the Wiltshire residential parking standards set out in Wiltshire Local Transport Plan 2011- 2026 Car Parking Strategy and Cycle Strategy. The development's car parking will be accommodated in a positive manner to achieve the following aims:

- Minimise the visual impact of parked cars on the street scene.
- Provide residents and visitors alike with safe and convenient access to their vehicles.
- Ensure that the parked cars do not obstruct pedestrians and cyclists.

- 4.6.2 Most of the parking will therefore be provided within the curtilage of dwellings using on-plot spaces as well as unallocated / visitor parking spaces that will be predominantly comprised of on-street parking bays.

4.7 Deliveries and servicing

- 4.7.1 The detailed design and dimensions of the development's new streets will be submitted and agreed as part of the future Reserved Matters submissions. Critically, the streets will be designed to accommodate service vehicles without allowing their requirements to dominate the layout. The detailed layout design will accord with Schedule 1, Part H of the Building Regulations to ensure appropriate waste collection vehicle access and bin carry distance standards are achieved.

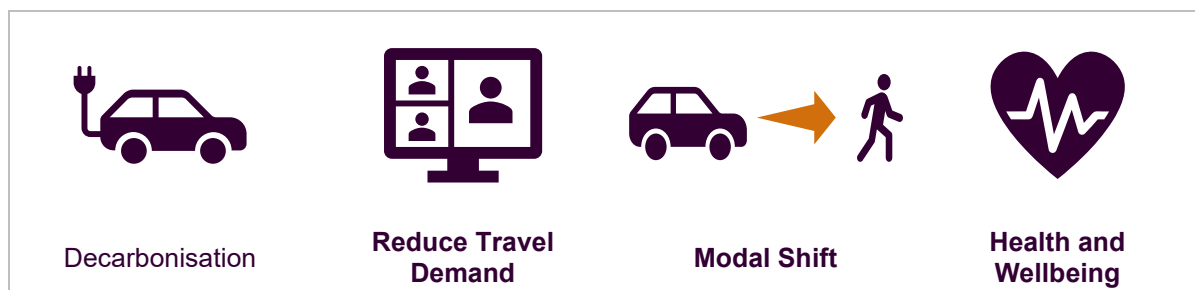
5 Sustainable Transport Strategy

5.1 Introduction

5.2 This section expands on the development proposal, presented at Section 4. It outlines how the development will appropriately take up opportunities for sustainable travel and contribute toward national and local improvement goals.

5.3 Guiding Principles

5.4 The overarching goals to improve sustainable travel are to reduce trips, encourage behavioural change, and enhance the provision in the vicinity of the site. As such, four guiding principles have been identified as apart of the development vision:



5.5 On-site Provision

5.5.1 The masterplan outlined in Section 4 acts as an example of how a scheme is deliverable that considers the four principles:

- Electric Vehicle charging to be provided in line with building regulations, with every home to have access to a charger.
- Fast broadband connection to allow residents to work from home, socialise with friends and family and replace retail trips with online shopping.
- The delivery of walking and cycling routes throughout the development and high quality, safe connections into the wider network will encourage local trips to be undertaken by foot or via bicycle, in full or as apart of a linked trip.
- Consideration and improvement of the desire lines to local facilities, including public rights of way will contribute to the health and wellbeing benefits provided by active travel attractive living spaces.

5.6 Travel Plan

5.6.1 A Framework Travel Plan (FTP) accompanies the application, and this includes measures to encourage travel by walking, cycling and public transport. Some of the measures proposed within the FTP to influence behaviour are as follows:

-
- Creation of a dedicated Travel Plan website, providing information on local active travel routes, public transport services, car sharing schemes,
 - EV charging;
 - Sales Staff Training to promote the sites accessibility and connectivity

6 Transport Impacts

6.1 This section of the report quantifies the future traffic generation of the proposed development and assesses the impact of the development on the local highway network.

6.2 Pre-application discussions

6.2.1 As part of the pre-application discussion with WCC, the traffic assessment parameters were determined, with the following parameters agreed:

- The study area
- Background traffic growth and nearby committed development
- The proposed development trip rates
- Traffic distribution and assignment
- Assessment years

6.3 Study Area

6.3.1 As outlined within the Scoping report the study area identified the following junctions as the key areas of the network expected to experience the greatest change:

- Semington Road Roundabout
- Proposed Semington Road Site Access

6.4 Baseline and Future Year Conditions

6.4.1 Baseline traffic surveys were undertaken between 10th – 16th March 2026 (a neutral period) at the study area junctions. The observed 2026 traffic flows are shown in the following figures

- TF 1 – 2026 Baseline AM Peak (07:45 – 08:45)
- TF 2 – 2026 Baseline PM Peak (16:45 – 17:45)

Assessment Year and Background Traffic Growth

6.4.2 The Scoping report outlined that the traffic impact of the development would be assessed for a future year of 2031 to represent a point that the scheme would be occupied.

6.4.3 Traffic growth factors for 2026 – 2031 have been obtained from the TEMPRO database for the Wiltshire 020, 021 and 022 MSOA's covering the entirety of Melksham and are included in **Table 6.1**.

Table 6.1: Average TEMPRO Growth Factors

Date Range	Morning Peak	Evening Peak
2026 - 2031	1.0351	1.0363

Source: TEMPRO 8.1

- 6.4.4 The above growth factors have been applied to the observed 2026 traffic flows with the 2031 'growthed' traffic shown on the following figures:
- TF 3 – 2031 Future Year AM Peak (07:45 – 08:45)
 - TF 4 – 2031 Future Year PM Peak (16:45 – 17:45)

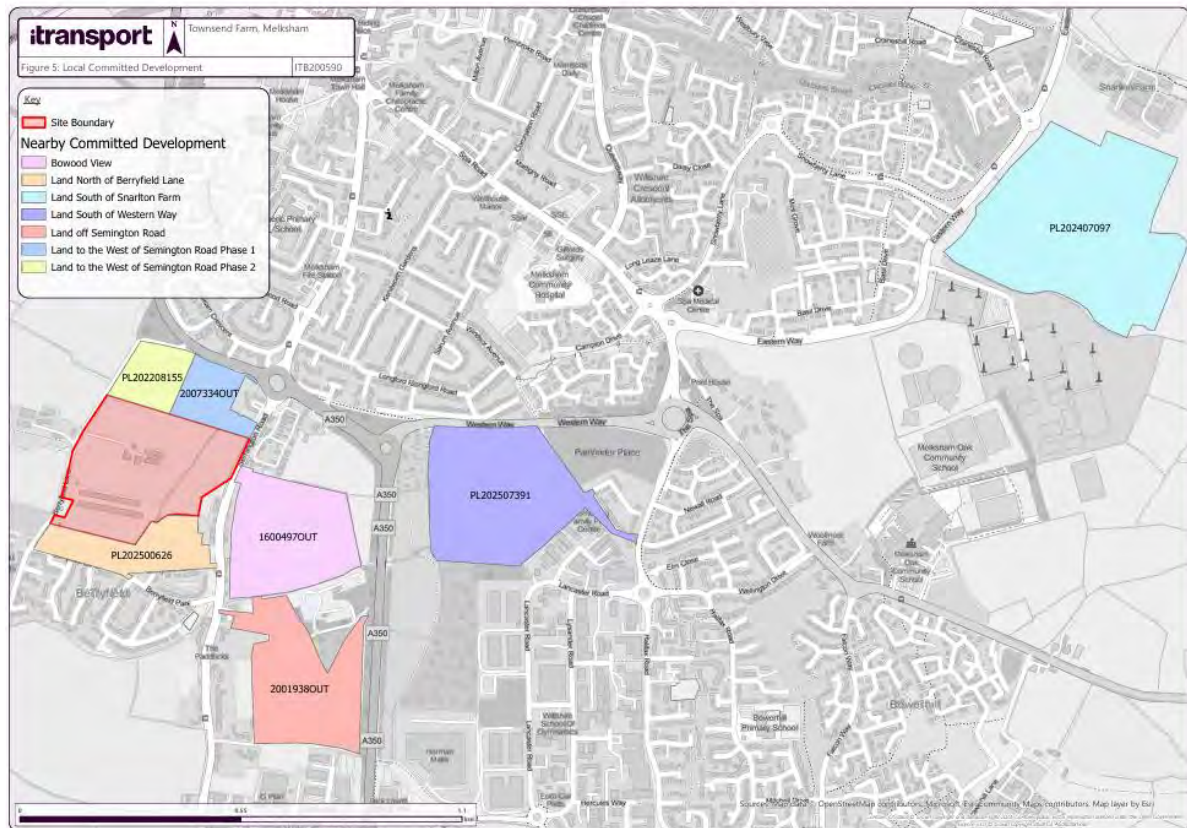
Committed Development

- 6.4.5 The scoping report identified four committed developments nearby to the development proposal, two additional committed development have also been identified since the pre-application scoping note was submitted. The six committed developments have been accounted for within in the traffic modelling within this section. **Table 6.2** provides a summary of committed developments and the locations are shown in **Image 6.1**.

Table 6.2: Committed Developments

Committed Development	Name	WCC Reference	Dwelling Quantum
1	Land off Semington Road, Melksham	2007334OUT / PL202411665	103
2	Land East of Semington Road	1600497OUT	160
3	Land off Semington Road	2001938OUT	155
4	Land at Berryfield Lane, Melksham	PL202500626	68
5	Land South of Snarlton Farm	PL202407097	300
6	Land South of Western Way	PL202208504	210
Total	-	-	996

Image 6.1: Nearby Committed Development Overview



6.4.6 The traffic data for the above applications has been extracted from relevant technical documents and the combined committed development traffic flows are shown in the following figures:

- TF5 – Total Committed Development Traffic Flows – AM Peak Hour (07:45 – 08:45)
- TF6 – Total Committed Development Traffic Flows – PM Peak Hour (16:45 – 17:45)

Without Development Flows

6.4.7 2031 'Without Development' traffic flows have therefore been derived by summing the 'growthed' traffic flows on Figures TF3 and TF4 and the committed development traffic flows on Figures TF5 and TF6. 2031 'Without Development' traffic flows are shown in the following figures:

- TF7 – 2031 'Without Development' Traffic Flows – AM Peak Hour (0745 – 0845)
- TF8 – 2031 'Without Development' Traffic Flows – PM Peak Hour (1645 – 1745)

6.5 Proposed Development Trip Generation

6.5.1 The scoping report outlined the proposed development trip generation based upon trip rates agreed with WCC as part of agreed approved developments in the local area. **Table 6.3** provides a summary of trip rates agreed with WCC.

Table 6.3: Residential Trip Rates (per dwelling)

	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total Vehicle Trip Rate	0.179	0.414	0.593	0.379	0.164	0.543

6.5.2 The above trip rates have been combined with the proposed development quantum and are outlined in **Table 6.4**.

Table 6.4: Proposed Development Traffic Generation – 225 Dwellings

Peak Hour	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Total Vehicle Trip Generation	40	93	133	85	37	122

Source: Consultant Calculations

Multi-Modal Trips

- 6.5.3 To determine the multi-modal trip generation of the proposed development, TEMPro origin and destination data for the Wiltshire 020 & 022 MSOA's has been obtained.
- 6.5.4 MSOA's 020 and 022 (**Image 6.2**) have been used for this as the proposed development sits on the edge of Melksham's urban extent and is more representative of the expected travel behaviour compared to MSOA 021 as this incorporates a range of settlements across the wider Melksham area.
- 6.5.5 The TEMPro origin and destination data has been applied to the vehicular trip generation detailed at **Table 6.4**. The multi-modal trip generation is detailed at **Table 6.5**.

Image 6.2: Wiltshire 020 & 022 MSOA's

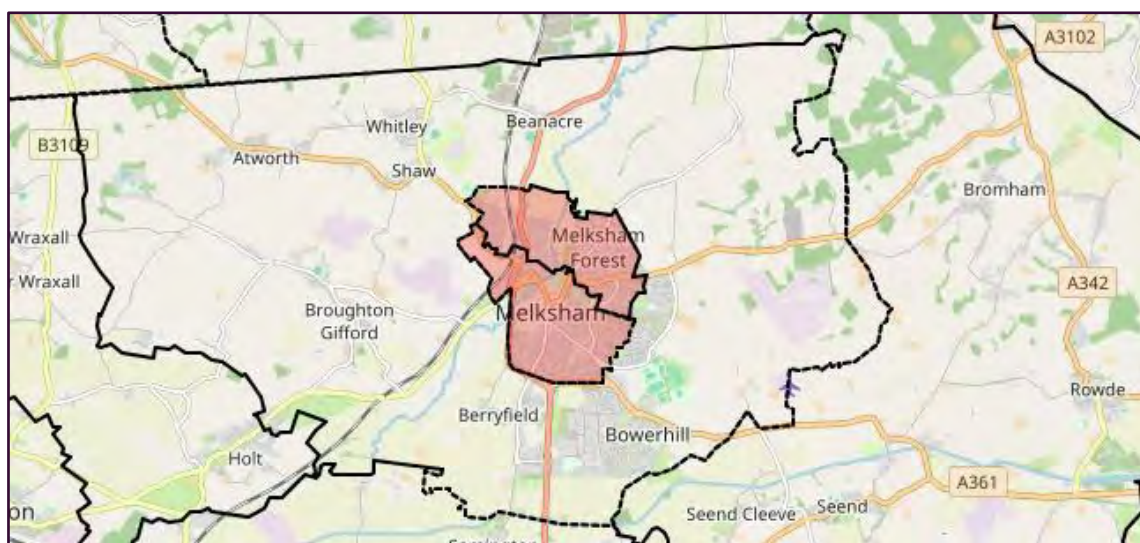


Table 6.5: Multi-Modal Trip Generation – 225 Dwellings

Mode	%	AM Peak Hour (08:00 – 09:00)			PM Peak Hour (17:00-18:00)		
		Arr	Dep	Total	Arr	Dep	Total
Public Transport	3.4%	5	11	15.18	10	4	14
Car Driver / Motorcycle	5.31%	40	93	133	85	37	122
Car Passenger	46.59%	18	43	61	39	17	56
Cycling	21.28%	2	4	6	4	2	5
Walking	2.04%	21	50	71	45	20	65
Total	100%	86	200	286	183	79	262

Source: TEMPRO 8.1 and Consultants Calculations

6.6 Traffic Assignment

6.6.1 Assignment of the proposed developments traffic has been determined using the turning proportions of the existing traffic flows on the surrounding highway network. This is based upon the traffic survey data collected between 10th-16th of March 2026. This methodology provides a distribution of development traffic based on existing traffic flows.

6.6.2 **Table 6.6** summarises the AM and PM turning proportion within the study area identified.

Table 6.6: Turning Proportions

Junction	Road	AM %	PM %
Site Access	Semington Road N	50%	47%
	Site Access	100%	100%
	Semington Road S	50%	53%
Semington Road Roundabout	Semington Road N	17%	16%
	Western Way	6%	11%
	Semington Road S	50%	47%
	A350	27%	19%

6.6.3 The turning proportion shown above are shown on the following figures:

- TF9 - Development Traffic Distribution (AM PEAK)
- TF10 - Development Traffic Distribution (PM PEAK)

6.6.4 The traffic generation presented in Table 6.4 has been assigned to the local highway network based on the distribution outlined in TF9. The assigned traffic flows are shown in figures:

- TF11 – Development Traffic Assignment AM Peak Hour (07:45 – 08:45)
- TF12 – Development Traffic Assignment AM Peak Hour (16:45 – 17:45)

6.7 Future Year 'With Development' Traffic Flows

6.7.1 The assigned development traffic shown on Figure TF11 and Figure TF12 has been added to the 2031 'Without Development' traffic flows shown on Figure TF7 and Figure TF8 to derive a 'With Development' traffic flows. The 2031 'With Development' traffic flows are shown on the following figures:

- TF13 – 2031 'With Development' Traffic Flows – AM Peak Hour (07:45 – 08:45)
- TF14 – 2031 'With Development' Traffic Flows – PM Peak Hour (16:45 – 17:45)

6.8 Operational Assessments

6.8.1 The junctions within the study area have been assessed using the industry standard TRL Junctions 11 software for non-signalised junctions.

Site Access / Semington Road

6.8.2 The operational assessment of the site access is presented in **Table 6.7**. The junction was expected to operate within capacity so the ONE HOUR data entry methodology was used and this provides a robust assessment.

Table 6.7: Site Access / Semington Road Operational Assessment

Arm	AM PEAK			PM PEAK		
	Queue (Veh)	Delay	RFC	Queue (Veh)	Delay	RFC
2031 With Development						
Site Access	<1	10	0.23	<1	9	0.09
Semington Road	<1	5	0.05	<1	5	0.10

Source: Junctions 11

6.8.3 **Table 6.7** demonstrates that the Site Access / Semington Road junction is forecast to operate within capacity in the opening year of 2031 with the addition of development traffic. The proposed development will have an almost indiscernible impact on queues and delays at the junction.

Semington Road Roundabout

6.8.4 The Semington Road Roundabout has been modelled using the direct flow profile because the traffic flow profiles at the junction do not align with the profiles created by Junctions 11 when the ONE HOUR or FLAT data input methodologies are used. **Image 6.3 and 6.4**, provides the traffic profiles for the Semington Road Roundabout during the peak hours.

6.8.5 This data entry methodology also allows the base model performance to be compared with queue lengths surveys at the junction and review of these and the modelling results determined that the base model was satisfactorily replicating observed traffic conditions.

Image 6.3: AM Peak Hour Profile

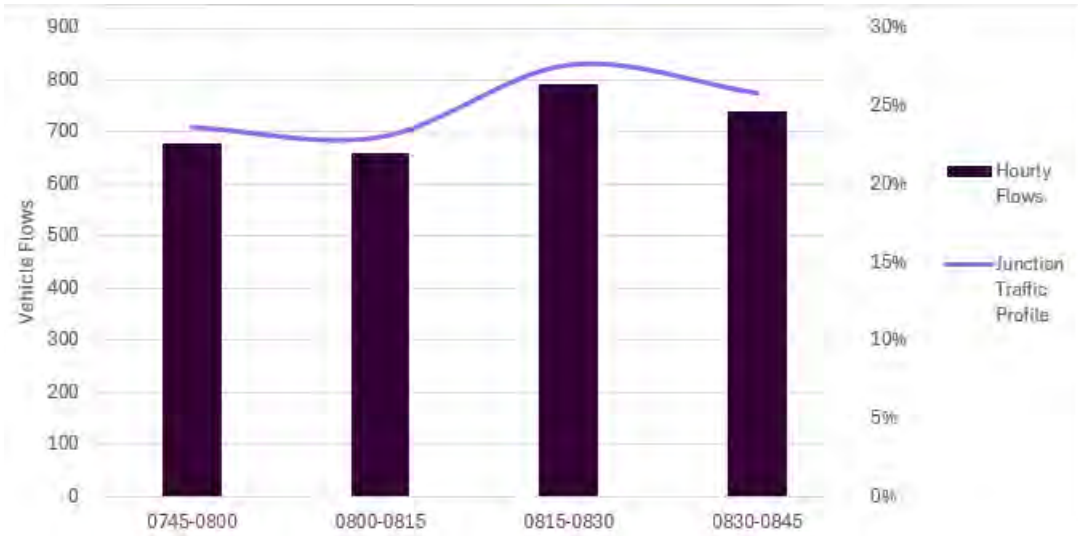
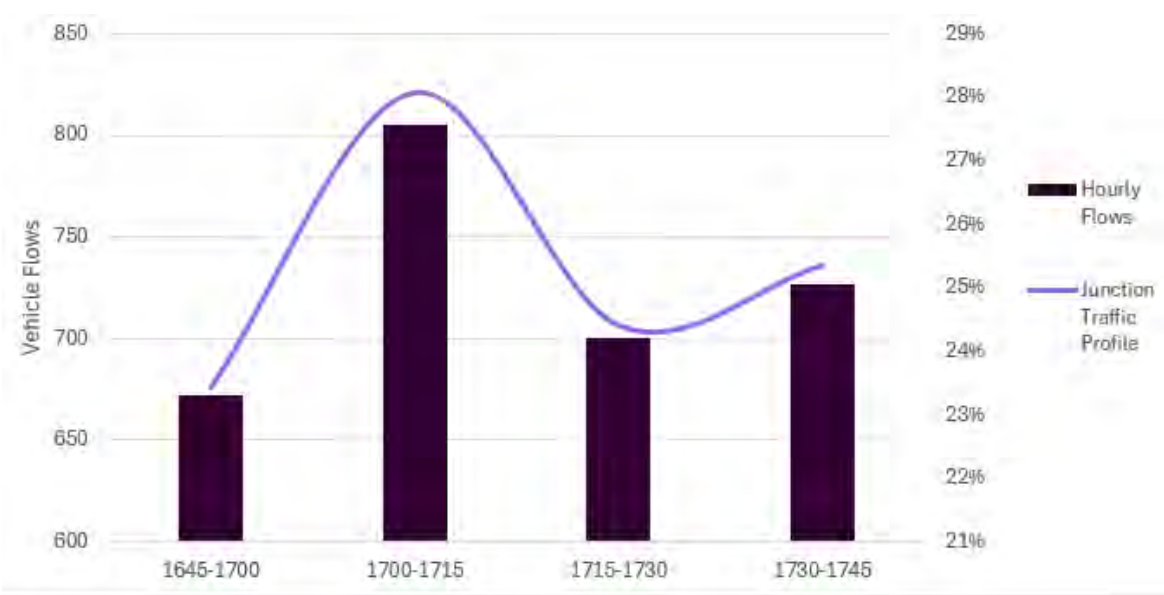


Image 6.4: PM Peak Hour Profile



6.8.6 **Table 6.8** summarises the operational assessment of the Semington Road Roundabout

Table 6.8: Semington Road Roundabout Operational Assessment

Arm	AM PEAK			PM PEAK		
	Queue (Veh)	Delay	RFC	Queue (Veh)	Delay	RFC
2026 Baseline						
Semington Road N	1	8	0.50	<1	7	0.42
Western Way E	1	4	0.59	1	4	0.56
Semington Road S	<1	6	0.28	<1	5	0.23
Western Way W	6	17	0.88	6	15	0.87
2031 - Do Minimum						
Semington Road N	1	11	0.59	1	9	0.52
Western Way E	2	5	0.67	2	5	0.63
Semington Road S	1	9	0.48	1	7	0.37
Western Way W	22	44	1.00	23	56	1.01
2031 Do Something						
Semington Road N	2	12	0.61	1	9	0.54
Western Way E	2	5	0.67	2	5	0.64
Semington Road S	1	10	0.54	1	7	0.39
Western Way W	22	44	1.01	28	65	1.02

Source: Junction 11

- 6.8.7 The assessment demonstrates that the Semington Road Roundabout junction is operating in the 2026 base with the RFCs of 0.88 and 0.87 in the AM and PM peaks respectively on the Western Way (W) arm of the junction.
- 6.8.8 By 2031 with expected traffic growth and nearby committed developments being completed the Western Way western arm is forecast to operate over capacity in part of the PM peak hour. The RFCs, demand, capacity and spare capacity across the hour are extracted from the model output file and are shown in **Table 6.9 and 6.10**. It is noted that the 15-minute results in the model output file provides RFCs to three decimal places rather than the two provided in the results summary in the output file.
- 6.8.9 Review of 15 minute data for the arm shows that the junction operates within capacity in all 15 minute intervals in the AM peak hour and there is 243 vehicles of spare capacity available in this hour. The PM analysis shows the junction exceeding capacity in a single 15 minute period by four vehicles and that overall there is 94 vehicles of spare capacity across the PM peak hour. It is reasonable to suggest that drivers could utilise the spare capacity available through slight adjustments to their travel behaviour.

Table 6.9: Semington Road Roundabout Operational Assessment – Western Way West arm (2031 do minimum) – AM peak hour

Time period	Demand (vehicles)	Capacity (vehicles)	RFC	Spare Capacity (vehicles)
7:45 to 8:00	291	381.20	0.763	90
8:00 to 8:15	259	362.23	0.715	113
8:15 to 8:30	369	370.10	0.997	1
8:30 to 8:45	306	345.32	0.888	39
Spare capacity across the peak hour				243

Table 6.10: Semington Road Roundabout Operational Assessment – Western Way West arm (2031 do minimum) – PM peak hour

Time period	Demand (vehicles)	Capacity (vehicles)	RFC	Spare Capacity (vehicles)
16:45 to 17:00	337	401.48	0.839	64
17:00 to 17:15	400	396.40	1.009	-4
17:15 to 18:00	382	395.34	0.968	13
18:00 to 18:15	372	393.01	0.944	21
Spare capacity across the peak hour				94

- 6.8.10 In the Do Something scenario the proposed development will have an almost indiscernible impact on queues and delays at this arm compared to the Do Minimum scenario. Therefore the proposed development would not have a severe impact on the operation of this junction.
- 6.8.11 The full junction outputs (**Appendix C**) show that the Western Way arm only reaches capacity in the morning period between 08:15 – 08:45 whilst the remaining part of the morning period (07:45 – 08:15) operates well within capacity at 0.778 and 0.730 RFC respectively for each 15 minute period. During the PM Peak the majority of periods (16:45-17:00 & 17:15-17:45) are all below an RFC 1 with only 17:00 – 17:15 being at capacity.
- 6.8.12 The RFCs, demand, capacity and spare capacity across the hour are extracted from the model output file and are shown in **Table 6.11 and 6.12**. This also shows that overall there is 207 vehicles of spare capacity across the AM peak hour and 73 vehicles of spare capacity in the PM peak hour. It is reasonable to suggest that drivers could utilise the spare capacity available through slight adjustments to their travel behaviour.

Table 6.11: Semington Road Roundabout Operational Assessment – Western Way West arm (2031 do something) – AM peak hour

Time period	Demand (vehicles)	Capacity (vehicles)	RFC	Spare Capacity (vehicles)
7:45 to 8:00	294	377.77	0.778	83
8:00 to 8:15	262	359.16	0.730	97
8:15 to 8:30	372	366.73	1.014	-6
8:30 to 8:45	309	342.30	0.905	33
Spare capacity across the peak hour				207

Table 6.12: Semington Road Roundabout Operational Assessment – Western Way West arm (2031 do something) – PM peak hour

Time period	Demand (vehicles)	Capacity (vehicles)	RFC	Spare Capacity (vehicles)
16:45 to 17:00	341	400.50	0.851	59
17:00 to 17:15	404	395.42	1.022	-9
17:15 to 18:00	386	394.58	0.980	8
18:00 to 18:15	376	391.81	0.957	15
Spare capacity across the peak hour				73

6.8.13 Whilst not requested as part of the pre-application scoping, an assessment of the developments impact on the wider network has been undertaken by comparing the existing traffic flows on the local highway network with the proposed development traffic, these are summarised in **Tables 6.13 - 6.18**.

Table 6.13: Western Way / A350 Roundabout

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
Western Way N	1009	1	0%	850	5	1%
Western Way W	1281	13	1%	1388	4	0%
A350 S	1045	1	0%	1102	6	1%
Junction Total	3335	15	0%	3340	15	0%

Table 6.14: A350 / Hampton Park Roundabout

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
A350 N	1103	8	1%	1044	2	0%
A350 S	1373	14	1%	1113	37	3%
Portal Road	375	7	2%	400	18	5%
Hampton Park	264	46	17%	247	19	8%
Junction Total	3115	75	2%	2804	76	3%

Table 6.15: Semington Road / Hampton Park Roundabout

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
Semington Road	241	47	20%	82	19	23%
Hampton Park W	85	20	24%	140	49	35%
High Street	14	-	-	12	-	-
Junction Total	340	67	20%	234	68	29%

Table 6.16: Semington Road / Berryfield Park Junction

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
Semington Road N	248	47	19%	186	19	10%
Semington Road S	120	20	17%	162	49	30%
Berryfield Park	124	0	0%	70	0	0%
Junction Total	492	67	14%	418	68	16%

Table 6.17: Semington Road / Berryfield Park Junction

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
Semington Road N	252	47	19%	194	19	10%
Semington Road S	176	20	11%	171	49	29%
Berryfield Lane	0	0	-	0	0	-!
Junction Total	428	67	16%	365	68	19%

Table 6.18: Semington Road / Berryfield Park Junction

Link	Morning Peak			Evening Peak		
	2031 Two-Way	Development	% Impact	2031 Two-Way	Development	% Impact
Semington Road N	252	47	19%	269	18	7%
Semington Road S	178	20	11%	168	49	29%
Telford Drive	126	0	0%	59	0	0%
Junction Total	556	67	12%	496	67	14%

- 6.8.14** Overall the impact on the wider network shown in **Tables 6.13 to 6.18** is acceptable with the largest junction impact being at the Semington Road / High Street Roundabout with an increase of around 29%. The percentage impact is influenced by the base flows, so where the base flows are relatively low the proportional impact appears to be high. In this location, the increase in vehicles is only an additional vehicle per minute through that junction. This increase would not be perceptible.
- 6.8.15** Along Semington Road the percentage impact is between 11% - 29% for northbound and southbound flows. The 2031 two-way flows along Semington are low which is why the proportional impact is greater.

6.10 Potential Canal Scenario

- 6.10.1 As outlined within section 2 of the report there is a policy aspiration for a new canal route between Kennet and Avon Canal (at Semington) and River Avon (at Melksham).
- 6.10.2 The potential route of the canal would impact the local highway network surrounding the site. **Image 6.5** highlights the junctions impacted and the traffic routes that be no longer available if the canal were to come forward.

Image 6.5: Potential Canal Route and Highway Network Impact



- 6.10.3 The development proposal has taken account of this potential future scenario with the modelling of the site access arrangement and Semington Road Roundabout. The assumptions for this modelling scenario include:
- All traffic from the Berryfield Park and Berryfield Lane has been reassigned to route west into the committed development (Land north of Berryfield Lane).
 - Turning proportions will match the existing entry and exit flows from Berryfield Park and Berryfield Lane at the proposed site access.
 - Committed development (Land north of Berryfield Lane) flows have also been reassigned to utilise the proposed access arrangement onto Semington Road

6.10.4 The relevant traffic flows have been updated and are summarised in **Table 6.19**.

Table 6.19: Canal Scenario Traffic Flow Figure Summary

Traffic Flow Figures	
TF15	2026 AM Peak Reassigned Flows (07:45 – 08:45)
TF16	2026 PM Peak Reassigned Flows (16:45 – 17:45)
TF17	2031 Future Year AM Peak Reassigned Flows (07:45 – 08:45)
TF18	2031 Future Year PM Peak Reassigned Flows (16:45 – 17:45)
TF19	Total Committed Development Reassigned Flows – AM Peak Hour (07:45 – 08:45)
TF20	Total Committed Development Reassigned Flows – PM Peak Hour (16:45 – 17:45)

6.10.5 TF 17/18, TF 19/20 and TF 11/12 have been combined to create a 'With Development' – Canal traffic flows. The 2031 'With Development' – Canal traffic flows are shown on the following figures:

- TF21 – 2031 'With Development' – Canal Traffic Flows – AM Peak Hour (07:45 – 08:45)
- TF22 – 2031 'With Development' – Canal Traffic Flows – PM Peak Hour (16:45 – 17:45)

6.10.6 Operational assessments using Junction 11 have been undertaken for the canal scenario for the site access this is summarised in **Tables 6.20**. There would be no change to the traffic using the Semington Road roundabout.

Table 6.20: Site Access Operational Assessment – Canal Scenario

Arm	AM PEAK			PM PEAK		
	Queue (Veh)	Delay	RFC	Queue (Veh)	Delay	RFC
2031 Do Something - Canal						
Site Access	1	15	0.51	<1	10	0.24
Semington Road	<1	6	0.12	<1	6	0.24

Source: Junctions 11

6.10.7 **Table 6.16** demonstrates that the Site Access / Semington Road junction can comfortably accommodate the additional traffic from Berryfields Lane and Beryfields Park as well as the rerouted committed development traffic from Land north of Berryfield Lane.

6.11 Vision Scenario

6.11.1 The development proposals vision to bring forward a sustainable new site within Melksham will ideally influence travel habits of the future residents of the site and aligns with the NPPF's vision led approach to development planning.

6.11.2 A Framework Travel Plan (FTP) has been produced alongside this TA to support the long-term sustainability of the site as part of the sustainable transport strategy. All of the measures identified within the sustainable transport strategy will have impact on people's methods of travelling and ideally reduce the dependence on single occupancy vehicle journeys on the local highway network. To account for this sustainable vision within the traffic modelling of the highway network a 4.6% reduction to development traffic generation has been applied which is line with the FTP 10% point reduction of single occupancy vehicles at the end of the monitoring period of 5 years.

6.11.3 **Table 6.21 and Table 6.22** provide a summary of the site access and the Semington Road Roundabout using the vision led approach for development traffic.

Table 6.21: Site Access Operational Assessment – Vision Scenario

Arm	AM PEAK			PM PEAK		
	Queue (Veh)	Delay	RFC	Queue (Veh)	Delay	RFC
2031 Do Something - VSION						
Site Access	<1	10	0.22	<1	9	0.08
Semington Road	<1	5	0.04	<1	5	0.09
2031 Do Something – Canal - VSION						
Site Access	1	15	0.50	<1	9	0.23
Semington Road	<1	6	0.12	<1	6	0.23

Source: Junctions 11

Table 6.22: Semington Road Roundabout Operational Assessment – Vision Scenario

Arm	AM PEAK			PM PEAK		
	Queue (Veh)	Delay	RFC	Queue (Veh)	Delay	RFC
2031 Do Something - Vision						
Semington Road N	1	11	0.60	1	9	0.54
Western Way E	2	5	0.67	2	5	0.64
Semington Road S	1	10	0.53	1	7	0.39
Western Way W	21	43	1.01	28	66	1.02

Source: Junctions 11

6.11.4 The site access arrangement does benefit from a reduction in development traffic with the Semington Road arm having a reduced RFC and delay compared to the non-vision modelling shown in **Table 6.7**.

6.11.5 Semington Road Roundabout as already discussed has spare capacity within the 15 minute periods of the peak hours. The vision led scenario would reduce the vehicle demand on the junction.

7 Summary and conclusions

- 7.1.1 Bellway Strategic Land are submitting an outline planning application with all matters reserved except for access for a development of up to 225 dwellings on Land at Townsend Farm, Melksham. The site is situated west of Semington Road, south of Melksham centre. The description of development is:

Outline application for up to 225 dwellings, with access from Semington Road, along with public open space and landscape buffers to incorporate existing rights of way and to accommodate the route of the proposed Melksham Link Canal (under separate application W/12/01080/FUL). Demolition and clearance of all existing buildings and structures on the site. All matters reserved other than vehicular access from Semington Road.

- 7.1.2 As outlined in national and local policy, all new proposals should be accompanied by a vision for the site. Supported by the sustainable transport strategy in **Section 5**, the vision for the site is as follows:

“To deliver a sustainable new development in southern Melksham which integrates seamlessly to the consented growth in the area and provides strong multi-modal connectivity to encourage travel by sustainable modes and for it to be an obvious choice for residents. The scheme will support the reduction of carbon emissions through providing access to more sustainable modes of transport and strongly promoting low emission vehicles. The local plan aspiration to provide a new canal link is safeguarded in the parameter plans.”

- 7.1.3 The site is well situated to access local facilities and services, with education, leisure, health, employment and retail uses within walking distance. The suitability of the site for development is evidenced by the nearby committed development and “A” rating on the DfT connectivity tool at local authority level. The proposed development is also in a settlement which the Core Strategy states have the facilities, services and employment opportunities to support it. This is evidently so confirmed by the recent planning decision to permit residential development in the town and along Semington Road.
- 7.1.4 For cyclists, the site is ideally located on route 403 of the National Cycle Network. For pedestrians, there is continuous provision into central Melksham and access to frequent bus and rail services.
- 7.1.5 The closest bus stops are the “Telford Drive” stops on Semington Road, within 50m of the proposed vehicular access. From which the X34 (Chippenham-Trowbridge-Frome) and 15 (Berryfield-Melksham) are accessible, Melksham station falls within a realistic walking distance and has 2 hourly services to Swindon and Westbury, alternatively the station is served by local buses and provides cycle parking for split trips.
- 7.1.6 Collision data was obtained from Wiltshire Constabulary for the most recent 5 year period to assess the safety of the local highway network. Upon review of the data, there appears to be no highway concerns that would be exacerbated by the development.

-
- 7.1.7 Vehicular access will be provided via simple priority junction onto Semington Road and be accompanied by active travel provision, connecting to the existing network. Emergency access will be provided to Berryfields Lane. A Stage 1 Road Safety Audit of the proposed access has been undertaken and identified matters to be responded to. These have been reviewed and addressed satisfactorily. The audit and designers' response can be found in **Appendix B**.
- 7.1.8 The developer will retain and improve the public right of way footpaths that cross the site as well as safeguard the canal route, as a part of the Melksham Link Canal proposal.
- 7.1.9 The proposed development and the associated transport and highways drawings demonstrate that the design is acceptable allowing for safe and suitable access and sustainable modes are prioritised as part of the proposals.
- 7.1.10 To support the vision, a sustainable transport strategy has been formed for the site. This includes a combination of on-site infrastructure measures and behavioural measures, implemented by the accompanying framework travel plan aim to achieve the development vision.
- 7.1.11 Traffic surveys were undertaken across the local highway network to inform traffic speeds, access design and modelling which are presented in **Section 6**. Trip rates have been sourced from previously agreed assessments of nearby consented developments. Development traffic has been assigned onto the local highway network using turning proportions calculated from the traffic survey data. The developments multi-modal trip generation has been calculated using local TEMPro origin / destination data.
- 7.1.12 Junction modelling has been undertaken for the proposed site access and the Semington Road / Western Way roundabout. The modelling results demonstrate that the proposed development would not have a severe impact on the operation of the highway network.
- 7.1.13 In conclusion, the proposed development meets the criteria (Paragraph 110, 115 and 117) set out within the NPPF for assessing a site for an application.
- The site is in a suitable location within the urban extent of Melksham with access to good quality active travel modes and public transport to support connections to a range of facilities nearby to the site.
 - A safe and suitable access arrangement has been designed and reviewed by the local authority and an independent 3rd party auditor , with modelling of the access arrangement showing no capacity issues.
 - The wider impacts of the proposed development on the local highway network are minimal with the proposed sustainable travel vision supporting travel via alternative modes further reducing the developments impact on the wider network.
- 7.1.14 The assessment also shows that the proposed development would not have a severe impact on the operation of the highway network and therefore accords with paragraph 116 of the NPPF.
-