

Transport Note

Land to the North of Devizes Road, Trowbridge.

On behalf of Redcliffe Homes Limited.

Date: August 2026 | Pegasus Ref: P22-0992 TR06

1. Introduction

- 1.1. This Transport Note (TN) has been prepared by Pegasus Group on behalf of Redcliffe Homes Limited (the Applicant) in order to address issues raised by Wiltshire Council (WC) in its highways consultation response dated 12th June 2026 for planning application PL/2026/01072. The scheme is for up to 80 dwellings at land to the north of Devizes Road, Hilperton. It is understood that the highway authority has no objection in principle to the scheme.
- 1.2. The access arrangements are similar to those proposed for previous planning application PL/2022/07977 on the site, to which WC as the highway authority raised no objection subject to conditions and contributions.
- 1.3. The key issues raised by WC in its consultation response dated 12th June 2026 are summarised below and then addressed in turn.

2. Key Issues

- 2.1. It is considered that the following four key issues are raised in the consultation response:
 - i. Walking and Cycling Improvements – a request for financial obligations towards measures to be provided by the highway authority through its Local Walking and Cycling Infrastructure Plan (LCWIP) and a separate request for localized widening of the existing footway/cycleway on the site frontage.
 - ii. Details of the Proposed Access Arm onto the existing A361 Roundabout – in terms of crossing facilities and compliance with DMRB.
 - iii. Internal Layout Matters – including the intended connections to Public Right of Way (PRoW) HILP21 and future bus stops within the site; and
 - iv. Safeguarding of Land – with regard to the land for future-proofing the delivery of wider development within the local area via a larger roundabout.

Walking and Cycling Improvements

- 2.2. WC is seeking a contribution of £204,400 that would be used for walking and cycling improvements towards Trowbridge town centre to provide connectivity and accessibility with Public Right of Way (PRoW) HILP21, which is a Byway Open to All Traffic.

- 2.3. WC has also requested that the existing footway/cycleway provision to the east of the site is widened to three metres on the west side of the junction with PRow HILP21 using land within the site.

Pegasus Group response

- 2.4. The Transport Assessment (TA) for the proposed development confirms in paragraph 5.19 that a total of £112,000 was agreed to be provided as part of the previous planning application PL/2022/07977 for walking and cycling measures and bus infrastructure (the latter item for the bus stop near Paxcroft cottages and Trowbridge Rugby Football Club (TRFC)). It is also set out in paragraph 5.19 that the Applicant is willing to provide reasonable footway widening between the site and TRFC within the extent of Highway Maintainable at Public Expense.
- 2.5. The Applicant is willing in principle to provide a financial contribution towards local highway measures associated with this current larger scheme provided this figure is justified in accordance with the three key tests set out at paragraph 58 of the NPPF. In combination (walking and cycling measures, bus infrastructure and PRow improvements) it is considered that any figure should not exceed the £204,400.
- 2.6. This requested widening works to the footway/cycleway along the site's frontage has been accommodated in the updated site plans and is also shown in drawing P22-0991 SK/14, included at **Appendix A**.

Details of the proposed Access Arm onto the existing A361 Roundabout

- 2.7. It is requested that the drawing reference of the proposed site access arrangement is confirmed.
- 2.8. It is requested by the highway authority that the refuge crossing shown in Figure 5.1 of the TA on the proposed site access arm of the roundabout is widened to three metres wide to cater for cyclists. It is also requested that additional justification for the proposed site access arrangement via the fourth arm connection with the roundabout is provided, with a drawing that illustrates compliance in accordance with DMRB CD116, and all geometry parameters.

Pegasus Group response

- 2.9. The drawing reference of the proposed site access arrangement is Figure 5.1 Revision B. The drawing is included at **Appendix B** for ease.
- 2.10. The access arrangement that is shown was proposed as part of the PL/2022/07977 scheme and was agreed in principle with the highway authority. Even though the revised scheme is for 80 dwellings as opposed to 34 dwellings, it is forecast that there would only be up to three overall cyclist movements associated with the development proposal in the busiest hour for cycles (07:00-08:00) as per the TRICS assessment included at Appendix F of the TA. On this basis, it is not considered to be necessary or commensurate to widen the refuge to three metres.
- 2.11. The proposed access shown in Figure 5.1 Revision B has been subject to a technical compliance check using the trunk road DMRB standards, as requested by highway officers. This is included in **Appendix C**. The roundabout is not on a trunk road. The technical compliance check concludes that with the revised roundabout design there would be no material change in circumstances with no points of non-compliance. It is therefore

concluded that the proposed addition of a fourth arm to the roundabout provides an appropriate arrangement to serve the proposed development

Internal Layout Matters

- 2.12. The consultation response notes that wider development within the area will bring forward bus stops within the site at a later date and the locations within the Concept Masterplan would need to be confirmed at the Reserved Matters stage. It is also requested that this position is reflected in the Full Residential Travel Plan which is to be secured by condition.
- 2.13. It is also requested that a cycleway/footway access point is provided to connect with PRoW HILP21 in the northeast of the site.

Pegasus Group response:

- 2.14. The bus stops will be referenced within the Full Residential Travel Plan to be produced after planning permission is obtained. It is suggested that a condition should be used to secure the siting and allocation of the bus stops indicated in the Concept Masterplan in a Reserved Matter application (such as the hardstanding and raised kerbs).
- 2.15. The Applicant is willing to provide a hard-paved, surfaced three metre wide cyclepath/footpath connection in the northeast of the site (as shown in the updated masterplan). If lighting is considered necessary, the Applicant suggests Solar Eye 80 Bat Hat inset flush spotlights or similar, given the ecological constraints on site. The other more southerly link in the east of the site onto PRoW HILP21 as shown on the masterplan will remain unsurfaced and unlit.

Safeguarding of Land

- 2.16. A drawing showing the land that will be allocated for indicative future roundabout access design (shown in Appendix E of the TA) is requested to be provided.
- 2.17. It is also noted that the Concept Masterplan drawing differs in terms of the location of where dwellings are set out with the indicative future access design at Appendix E of the TA and it is requested that the position relating to this is confirmed.

Pegasus Group response

- 2.18. A drawing showing the land to be allocated for the future roundabout design as shown in Appendix E of the TA has been prepared and is included at drawing P22-O991 SK/13, included at **Appendix D**.
- 2.19. The updated masterplan included as part of the wider package of updated information addresses the location of where dwellings are set out with regard to the indicative future access design. The location of dwellings has been amended in accordance with the future access design. It is also noted that the final layout design is a Reserved Matter.

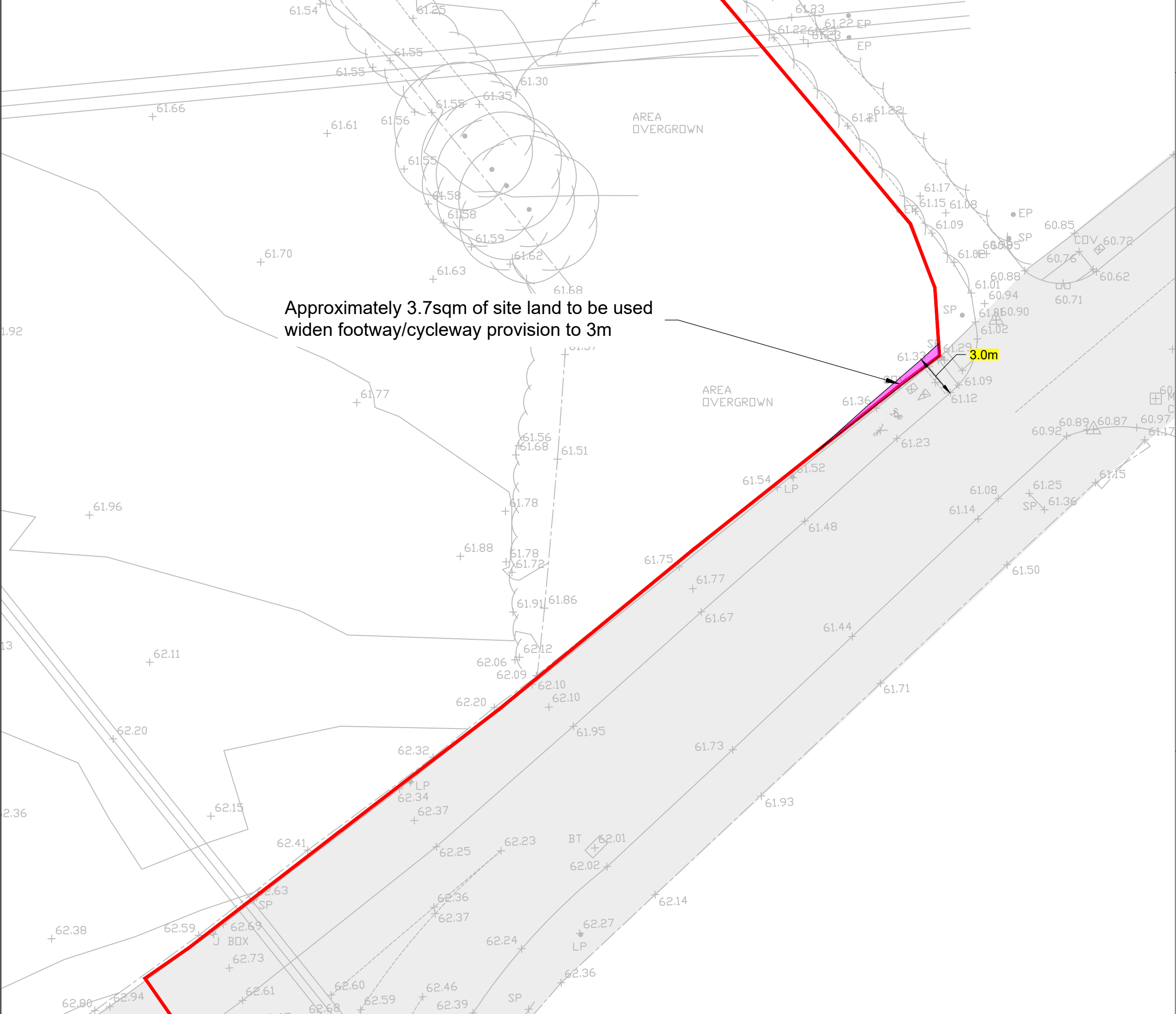
3. Summary and Conclusions

- 3.1. This TN has been produced to address the points raised in the WC highway consultation response dated 12th June 2026. It supports a package of updated plans which have been prepared in response to the various wider consultation responses received on the proposals to date.
- 3.2. It is concluded that the queries have been suitably addressed and there are no remaining highways or transportation reasons which should prevent the future development of the site.

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Appendix A

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1:250

05m

Key

Approximate Site Boundary

Approximate Extent of Highway Maintainable at Public Expense

Extent of Site Land required

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

SITE LAND TO BE USED FOR SHARED FOOTWAY/CYCLEWAY WIDENING

LAND NORTH OF DEVIZES ROAD, HILPERTON

CLIENT:

REDCLIFFE HOMES LTD

DATE:

13/07/2026

SCALE:

1:250@A3

DRAWING STATUS:

SK

REVISION:

DRAWING NUMBER:

P22-0991_SK/14

DRAWN BY:

AS

APPROVED BY:

CMR

OFFICE:

BRS

PEGASUS GROUP

BRS

LAND NORTH OF DEVIZES ROAD, HILPERTON

CMR

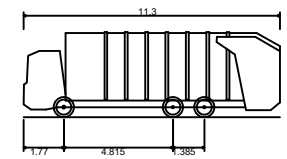
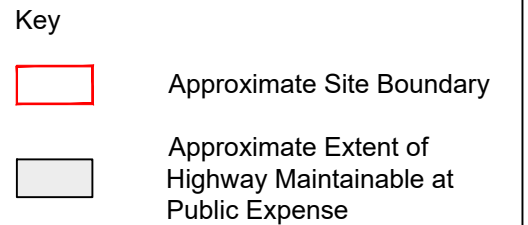
13/07/2026@A3P22-0991

SK/14

SK

REDCLIFFE HOMES LTD

Appendix B



11.3m Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.300m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

B	05/02/2026	RED LINE BOUNDARY UPDATED	JAN	CMR
A	04/02/2026	UPDATED AFTER COMMENTS	JAN	CMR
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED SITE ACCESS ARRANGEMENTS

LAND NORTH OF DEVIZES ROAD, HILPERTON

CLIENT:
REDCLIFFE HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
16/01/2026	1:500@A3	SK	B

DRAWING NUMBER:
P22-0991_FIGURE 5.1

DRAWN BY: **APPROVED BY:** **OFFICE:**



Appendix C

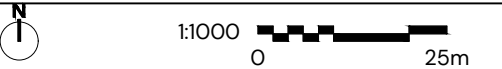
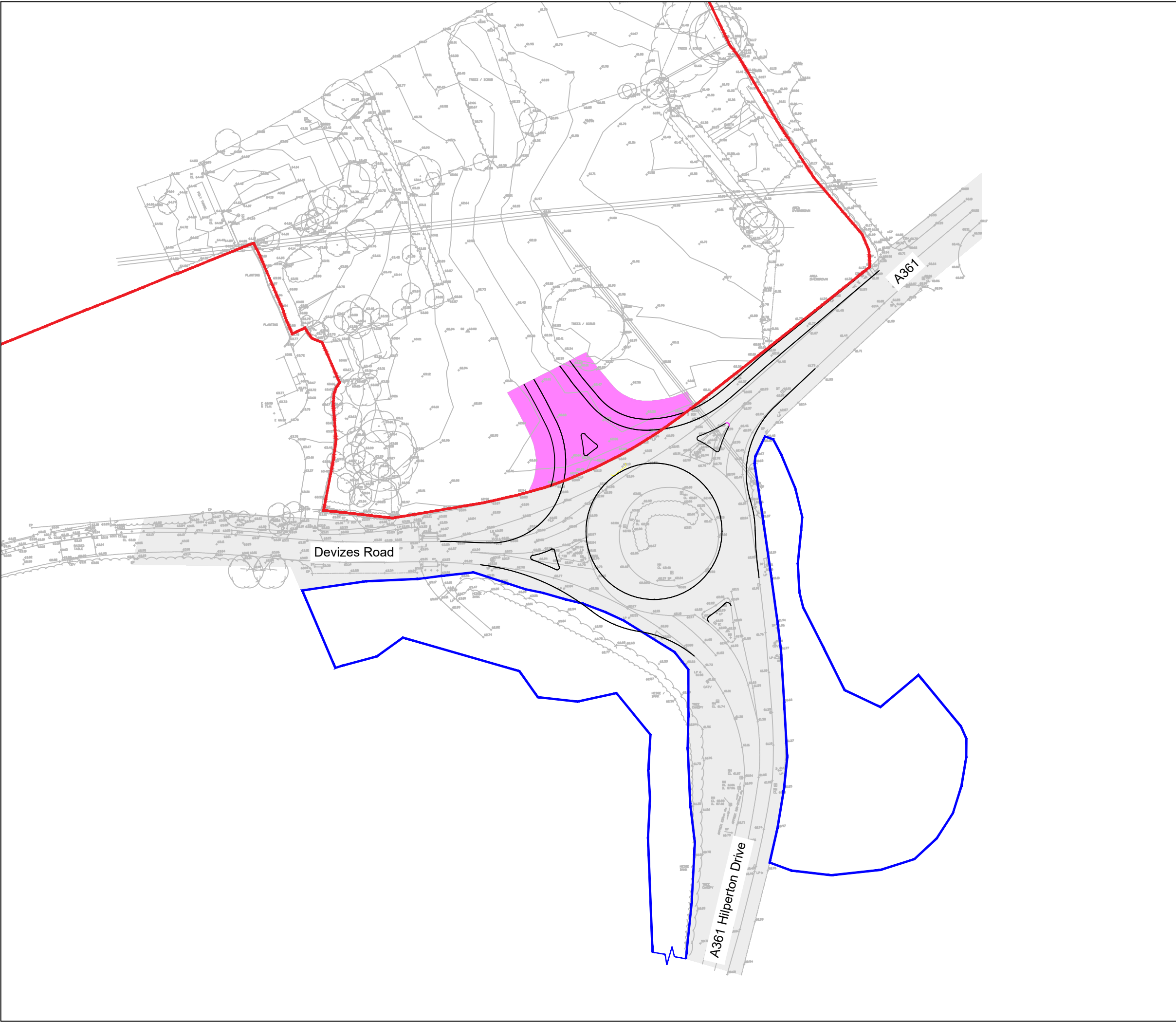
Devizes Road, Hilperton Access Roundabout

DMRB/MFS Compliance Report

Ref	Geometric Design Parameters	DMRB Clause Reference Details			Proposed Parameters		Compliant/ Non-Compliant	Comments	Non- Compliance status
		Clause No. Ref	Desirable Minimum	Absolute Minimum	Design	Relaxation/ Departure			
1	Gradients New Development	Manual for Streets 2 - 8.4	6% max	8% max	0.1%	-	Compliant	As per existing carriageway	-
2	Gradients Devizes Road West	Manual for Streets 2 - 8.4	6% max	8% max	1.7%	-	Compliant	Assumed based on existing ground levels	-
3	Carriageway Widths New Development	Manual for Streets 1 - 7.2	5.5m	N/A	7.3m	-	Compliant	-	-
4	Inscribed Circle Diameter	CD 116 Rev 2.1 - 3.5.2	Max 100m	N/A	44m	-	Compliant	-	-
5	Circulatory Carriageway	CD 116 Rev 2.1 - 3.6	1.0-1.2 times max. entry width Max 15m	Largest entry width = 8.5m Therefore CCWW must be between 8.5m & 10.2m	9m	-	Compliant	Existing parameters of roundabout	-
6	Central Island	CD 116 Rev 2.1 - 3.8.	4m diameter minimum	N/A	27m	-	Compliant	Existing parameters of roundabout	-
7	Entry Width New Development	CD 116 Rev 2.1 - 3.14.2	4.5m	N/A	4.5m	-	Compliant	-	-
8	Entry Width Devizes Road West	CD 116 Rev 2.1 - 3.14.2	4.5m	N/A	7.2m	-	Compliant	-	-
9	Entry Angle New Development	CD 116 Rev 2.1 - 3.18.1	20-60 deg	N/A	31 degrees	-	Compliant	-	-
10	Entry Angle Devizes Road West	CD 116 Rev 2.1 - 3.18.1	20-60 deg	N/A	32.5 degrees	-	Compliant	-	-
11	Entry Kerb Radius New Development	CD 116 Rev 2.1 - 3.19.1&2	10m-100m	N/A	15m	-	Compliant	-	-
12	Entry Kerb Radius Devizes Road West	CD 116 Rev 2.1 - 3.19.1&2	10m-100m	N/A	15m	-	Compliant	-	-
13	Entry Path Radius New Development	CD 116 Rev 2.1 - 3.26	100 max	N/A	81.5m	-	Compliant	-	-
14	Entry Path Radius Devizes Road West	CD 116 Rev 2.1 - 3.26	100 max	N/A	89.7m	-	Compliant	-	-
15	Exit Width New Development	CD 116 Rev 2.1 - 3.28.2	7m - 7.5m, Taper down to 6m	N/A	5m taper down to 3.65m	-	Compliant	Note relevant DMRB clause is a recommendation , not a requirement.	-
16	Exit Width Devizes Road East	CD 116 Rev 2.1 - 3.28.2	7m - 7.5m, Taper down to 6m	N/A	3.75m taper down to 3.11m	-	Compliant	Exit width largely replicates the exit width of existing roundabout. Note relevant DMRB clause is a recommendation , not a requirement.	-
17	Exit Kerb Radius New Development	CD 116 Rev 2.1 - 3.29.3	20-100m	N/A	15m	-	Compliant	Note relevant DMRB clause is a recommendation , not a requirement.	-
18	Exit Kerb Radius Devizes Road East	CD 116 Rev 2.1 - 3.29.3	20-100m	N/A	20m	-	Compliant	-	-
19	Gradient New Development	CD 116 Rev 2.1 - 3.40.9	1:50 longfall	N/A	1:100	-	Compliant	-	-
21	Stopping Sight Distance New Development	CD 116 Rev 2.1 - 3.44	20 mph =25m (from MfS)	-	25m minimum visibility provided	-	Compliant	-	-
22	Stopping Sight Distance Devizes Road West	CD 116 Rev 2.1 - 3.44	20 mph =25m (from MfS)	-	25m minimum visibility provided	-	Compliant	-	-
23	Forward visibility at Entry and 15m back	CD 116 Rev 2.1 - 3.49	For ICD > 40 = 40m vis distance	N/A	Visibility splays will be kept clear of objects taller than 0.6m.	-	Compliant	Existing vegetation/trees in circulatory island to be removed if in visibility envelope	-
24	Forward Vis to Right	CD 116 Rev 2.1 - 3.51	For ICD > 40 = 40m vis distance	N/A	Visibility splays will be kept clear of objects taller than 0.6m.	-	Compliant	Existing vegetation/trees in circulatory island to be removed if in visibility envelope	-
25	Circulatory vis	CD 116 Rev 2.1 - 3.53	For ICD > 40 = 40m vis distance	N/A	Visibility splays will be kept clear of objects taller than 0.6m.	-	Compliant	Existing vegetation/trees in circulatory island to be removed if in visibility envelope	-
26	Exit Visibility	CD 116 Rev 2.1 - 3.56	For ICD > 40 = 40m vis distance	N/A	Visibility splays will be kept clear of objects taller than 0.6m.	-	Compliant	Existing vegetation/trees in circulatory island to be removed if in visibility envelope	-
27	Ped crossing vis	CD 116 Rev 2.1 - 3.59	Vis to ped crossing	N/A	Vis achieved from give way line to uncontrolled crossing	-	Compliant	-	-
28	Effective Flaring Length New Development	CD 116 Rev 2.1 - 3.17	5m Urban	5m Urban	1.1m	-	Compliant	Note relevant DMRB clause is a recommendation , not a requirement.	-
29	Effective Flaring Length Devizes Road West	CD 116 Rev 2.1 - 3.17	5m Urban	5m Urban	12.3m	-	Compliant	-	-

Appendix D

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- Key:
- Approximate Site Boundary
 - Approximate Land within Control of Wiltshire Council
 - Approximate Extent of Highway Maintainable at Public Expense
 - Kerblines of Indicative Future Roundabout Design
 - Approximate Extent of Land to be Allocated for Indicative Future Roundabout Design (with 0.5m buffer)

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY
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LAND TO BE ALLOCATED FOR FUTURE ROUNDABOUT

DEVIZES ROAD, HILPERTON

CLIENT:
REDCLIFFE HOMES LTD

DATE:	SCALE:	DRAWING STATUS	REVISION
06/07/2026	1:1,000@A3	SK	----

DRAWING NUMBER:
P22-0991_SK13

DRAWN BY:	APPROVED BY:	OFFICE:	PEGASUS GROUP
JAN/AS	CMR	BRS	