

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02134

Application: Land at Malmesbury Road (B4040), Cricklade

Proposal: Outline application for up to 315 dwellings with associated infrastructure and SANG, with all matters reserved except access.

Date: 09/09/2026

Highway Officer Assessment

The submitted Transport Assessment has been reviewed in support of the above application. The proposal seeks outline consent for up to 315 dwellings with primary vehicular access taken from the B4040 Malmesbury Road/Common Hill and an emergency access onto Stones Lane.

The applicant has undertaken an assessment of the local highway network, sustainable transport opportunities, highway safety record, trip generation and traffic impacts associated with the development.

Highway Safety

A review of Personal Injury Collision (PIC) data covering the most recent five-year period identified no recorded injury collisions within the study area surrounding the proposed access arrangements and principal local junctions. On this basis, there is no evidence of an existing highway safety deficiency that would be materially worsened by the development proposals.

Site Access

Vehicular access is proposed via a new priority junction onto the B4040. The access has been designed with a 6.0m carriageway width and appropriate junction radii. Visibility splays of 2.4m x 149.7m to the west and 2.4m x 140.8m to the east are demonstrated based upon recorded 85th percentile vehicle speeds. Swept path analysis has been provided demonstrating that the access can accommodate service and emergency vehicles.

An emergency access is proposed onto Stones Lane, with visibility splays demonstrated in accordance with Manual for Streets parameters. The principle of culverting the adjacent ditch has been discussed with Wiltshire Council officers and is considered capable of being addressed through the appropriate highways and drainage approval process.

The definition of safe and suitable in highways planning terms is generally accepted as being shown as safe, by establishing the previous 5 years recorded accident history and being suitable under the umbrella of design documents that provide engineering principles for highways design. However, there is a need to recognise that there is little position on the method of selection of new types of infrastructure in planning terms. For example, a new junction could be broadly suitable as a simple T junction, a roundabout or a signalised junction at this location.

In each location any one of these junction types could be the acceptable outcome, but each junction carries with it a nuance of residual cumulative impact creation. For example, some junctions limit future

vehicle capacity, others are more costly to maintain year on year, and some offer greater priority to vehicles over walking and cycling. Having regard for the design of the junction it is considered appropriate to provide a suitable access that a simple priority junction is deemed acceptable for the proposal site.

Traffic Impact

The development is forecast to generate approximately:

- 176 two-way vehicle trips during the AM peak hour;
- 165 two-way vehicle trips during the PM peak hour.
- This equates to approx. one vehicle passing through the access every 20 seconds during peak hours

The submitted assessment includes future year modelling of:

- The proposed site access junction;
- B4040/West Mill Lane Roundabout;
- B4040/B4553/High Street Mini-Roundabout;
- High Street/Calcutt Street Mini-Roundabout;
- Cumulative development scenarios including the consented Stones Farm development and the neighbouring Common Hill proposal.

The modelling indicates that:

- The proposed site access will operate within capacity in all modelled scenarios with minimal queuing and delay.
- The B4040/West Mill Lane roundabout will continue to operate comfortably within capacity in both forecast and cumulative scenarios.
- The B4040/B4553/High Street mini-roundabout experiences increases in demand but remains operationally within capacity, with the highest RFC reported as 0.85 within the cumulative scenario. Where an RFC value exceeding 0.85 indicates some concern, therefore the predicted value is within capacity parameters.
- The High Street/Calcutt Street mini roundabout similarly remains within capacity in the cumulative assessment scenario, with a maximum RFC of 0.82.

I note the concern of the Town Council that not all planned and proposed development is included in the assessment, however, as not all the indicated proposals are sure to be permitted the assessment is still given significant weight as a future predictor of growth. Therefore, given the available outputs shown Highways is satisfied that the submitted evidence indicates that the residual cumulative impact of the development on the local highway network would not be severe.

Sustainable Transport

The proposal incorporates several measures intended to promote sustainable travel including:

- New pedestrian and cycle links through the site;
- Connections to existing PRow's and National Cycle Route 45;

- Links towards neighbouring development sites;
- Safeguarding for a future bus loop;
- Provision for a car club;
- Travel Plan measures and monitoring.

The applicant has supplied a technical note in response to the initial highway comments and have challenged the request for £855,000 assessed as required by the passenger transport team to extend an existing partially subsidised bus route into the proposed development. As comparison outline permission granted in 2016 for (inter alia) up to 400 dwellings in Chippenham secured a contribution of £250,000 for the extension of a town bus service through the development. Utilising the Bank of England Inflation Calculator that value would be £354,450 today calculated with average annual inflation of 3.38%. Given the utility of a frequent bus service from the development to major urban centres and the positive impact on the travel plan in reducing the impact of private car journeys it is considered integral to successfully bring forward the application that a bus service provision be established.

As the passenger transport team have indicated that funding to 2028 is provided at a cost of £171,000 per annum and that funding for sustainable transport is provided in 5-year increments, the revised contribution of £513,000 (£171,000 x 3years) to cover the bus service for a five-year span from this determination. I am satisfied that the obligations are necessary, directly related to the development, and related in scale and kind.

In addition, the applicant proposes relocation of the 30mph speed limit further west together with a gateway feature to reduce vehicle speeds on the approach to Cricklade. This will require a TRO funded by the applicant.

Conclusion

Having reviewed the submitted Transport Assessment and associated technical evidence, it is considered that:

- An adequate access can be achieved.
- The proposed development would not result in an unacceptable impact on highway safety.
- The local highway network can accommodate the forecast development traffic.
- The residual cumulative impacts on the highway network would not be severe when assessed against paragraph 116 of the National Planning Policy Framework.
- Appropriate opportunities for sustainable travel have been incorporated into the scheme.

Recommendation

No Highway Objection, subject to conditions and obligations securing:

1. Detailed design and implementation of the site access.
2. Extension of the 30mph speed limit and associated gateway feature.
3. Submission and approval of a Stage 1 Road Safety Audit and designer's response.
4. Provision of pedestrian and cycle connections as indicated within the submitted framework proposals.

5. Submission, implementation and monitoring of the Residential Travel Plan.
6. Detailed drainage approvals and any associated S278 agreements relating to the emergency access and culvert works.
7. Provision of parking, cycle parking and EV charging in accordance with Wiltshire Council standards at Reserved Matters stage.

Obligations

S106 request for £400,000 toward extension of bus service to serve the development.

Potential Conditions

- No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Any access point opening to the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway or into any highway drain.

REASON: To ensure that the vehicular access point is safe and includes adequate drainage.

- No development shall take place until general arrangement plan(s) to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority. Where applicable indicating proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the adopted highway
- Materials for use on the adopted highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.

Prior to occupation these works shall be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority.

Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.

- No works to commence until Submission and approval of a Stage 1-2 Road Safety Audit and designer's response has been submitted to the LPA.

REASON: In the interests of public safety that a safe and secure access can be brought forward.

- No development shall commence on site (including any works of demolition), until a Construction Management Statement, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.
- hours of construction, including deliveries;

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be complied with in full throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement.

REASON: The application contained insufficient information to enable this matter to be considered prior to granting planning permission and the matter is required to be agreed with the Local Planning Authority before development commences in order that the development is undertaken in an acceptable manner, to minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

No final surface materials shall be laid until the exact details of the surfacing material to be used for the parking area and the demarcation of the parking bays have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

- At reserved matters stage, the proposal shall come forward with car parking provision in accordance with the Wiltshire Car Parking standards, including provision of EV parking. In addition, a plan for cycle storage in accordance with Wiltshire Local Transport Plan 3 Cycling Strategy and LTN1/20.

REASON: In the interests that a suitable provision of parking is provided.

- No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, swept paths, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall be constructed and laid out in accordance with the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner

- No development shall commence until a Residential Travel Plan has been submitted to and approved in writing by the Local Planning Authority. No part of the development shall be occupied prior to the implementation of the Travel Plan and said plan to include a provision of £300 for green travel vouchers for each dwelling.

REASON: In the interests of reducing the amount of private car movements to and from the development.

- Prior to occupation of the 50th dwelling a Traffic Order to amend the speed limit on Common Hill shall have been prepared, consulted upon, and advertised, with a final report recommending whether to proceed with the Order prepared for consideration by the Cabinet Member for Highways. If the Cabinet Member for Highways approves the Order the amendments shall be implemented.

Reason: In the interests of achieving improved egress from the development.

- Informative: The applicant will bear the costs of condition ... irrespective of whether the Order is proceeded with.

INFORMATIVES

Highway to be Adopted

The development hereby approved includes the construction of new highway. To be considered for adoption and ongoing maintenance at the public expense it must be constructed to the Highway Authority's Engineering Standard Details and terms for the phasing of the development. You are advised that you must enter into a highway agreement under Section 38 of the Highways Act 1980. The development will be bound by Sections 219 to 225 (the Advance Payments Code) of the Highways Act 1980.

Contact the Highway Authority's Highway Development Management Team at highwaysdevelopment@wiltshire.gov.uk You will be required to pay fees to cover the Council's cost's in undertaking the following actions:

I. Drafting the Agreement

II. Set up costs

III. Approving the highway details

IV. Inspecting the highway works

N.B. The Highway Authority's technical approval inspection fees must be paid before any drawings will be considered and approved. Once technical approval has been granted a Highway Agreement under Section 38 of the Highways Act 1980 must be completed and the bond secured

Impact on the highway network during construction

1) The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authority's Highways Management Team at HighwayNetworkManagement@Wiltshire.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.

To discuss and agree a programme of all temporary traffic management measures required such as footway, Public Right of Way, carriageway/lane closures, temporary parking restrictions, portable signals, stop & go, contraflow, priority working and give & take for which a Temporary Traffic Regulation Order (TTRO) will be required. You must give at least ten weeks' notice prior to the date when you wish to put any measures in place, to enable the TTRO to be processed.

2) To discuss any licences required. In the case of installing/working on any apparatus such as drains, fibre optic cables, ducts, sewer, water, or gas pipes, you must give at least four weeks' notice prior to the date when you wish to undertake the work, to enable the Section 50 Licence to be processed. Depending on the amount of traffic management measures required this may increase to ten weeks.

N.B. Traffic management measures where required must not be installed until:

- i) Construction Management Plan/Statement has been approved;
- ii) The correct licences have been issued;
- iii) Section 278 Agreement giving permission to work on the adopted highway has been signed, without which hoarding licences and footway closures will not be issued;

If any measures are installed without the permission of the Highway Authority a Stop Notice can be issued and contractors ordered off the adopted highway. Any breach could result in the removal of licences/orders. For S278 works contact HighwaysDevelopment@Wiltshire.gov.uk