

Objection to Bellway Homes – PL/2026/02717 – Highway and Transport Impacts

Dear Sir/Madam,

Re: Planning Application PL/2026/02717 Land East of The Dene / Home Farm, Boreham Road, Warminster. Proposal: 135 dwellings

We wish to object to the above application, particularly on highway safety and transport grounds.

The application proposes 135 dwellings accessed from Boreham Road. This is a materially larger proposal than the previous scheme considered through the earlier appeal process at Boreham Mead. The current proposal therefore requires current, site-specific and proportionate evidence demonstrating that safe and suitable access can be achieved and that the resulting highway impacts can be mitigated to an acceptable degree.

The current National Planning Policy Framework (NPPF), published in August 2026, places particular emphasis on ensuring safe and suitable access for all users and on preventing development where there would be an unacceptable impact on highway safety or severe residual cumulative impacts on the road network.

1. Existing speeding and highway safety conditions

There is evidence that speeding is an existing problem on Boreham Road. Warminster Town Council reported in October 2025 that police had undertaken speed checks on Boreham Road and that 57 vehicles had action taken against them for speeding, including one vehicle recorded at 52 mph. This evidence is particularly relevant because the proposed access would introduce a substantial new residential traffic flow onto a road where prevailing speeds and existing safety conditions require careful assessment.

The Council should therefore require Bellway to demonstrate, using current and representative surveys, the actual speed environment at and around the proposed access. This should include 85th-percentile speeds, maximum recorded speeds, directional flows and appropriate peak-period analysis.

2. Adequacy and currency of traffic evidence

The highway assessment should be based on *current* evidence rather than relying principally on historic surveys. The Council should verify that Bellway's traffic counts and speed surveys are *sufficiently recent*, representative of normal conditions and capable of capturing the existing vehicle mix on Boreham Road, including cars, buses, HGVs and other larger vehicles.

The evidence should include, as appropriate:

- traffic flows in both directions;
- 30-minute peak-period movements;
- turning movements at the proposed access;

- vehicle classification;
- 85th-percentile and maximum speeds;
- pedestrian and cycle movements;
- queue lengths;
- junction capacity;
- swept-path analysis; and
- collision/STATS19 data.

3. Junction interaction and Home Farm Lane/Bishopstrow Court

Particular attention should be given to the relationship between the proposed new estate access and Home Farm Lane/Bishopstrow Court.

The proposed arrangement creates closely spaced movements and potential conflict between vehicles entering and leaving the new development and vehicles using Home Farm Lane. The Council should require detailed swept-path and queue analysis demonstrating that vehicles waiting to turn will not obstruct the main Boreham Road carriageway and that visibility is adequate for all users.

The assessment should also consider the cumulative effect of the new development traffic with existing movements associated with Bishopstrow Court and Home Farm Lane.

4. Visibility, road geometry and approach speeds

The safety of the proposed access cannot be assessed simply by reference to nominal visibility distances. Visibility must be demonstrated using measured approach speeds and the relevant current design standards.

The Council should require Bellway to provide the underlying visibility calculations, survey information and design assumptions, including the speed data on which the visibility requirements have been based.

The Council should also establish whether the proposed highway works, including any widening, right-turn/ghost lane or other alterations, can be delivered without creating new hazards or unacceptable effects on existing users.

5. Pedestrian and cycle safety

The NPPF requires development to prioritise pedestrian and cycle movements and to provide safe and suitable access for all users. The assessment should therefore consider the safety of pedestrians and cyclists using Boreham Road, including the effects of increased vehicle movements, crossing movements, visibility, lighting and any changes to the existing footway or roadside environment.

The Council should not rely solely on vehicle capacity modelling where the principal concern is highway safety.

6. Collision evidence

The Council should obtain and consider the most recent available collision/STATS19 records for Boreham Road and the vicinity of the proposed access.

Historic collision information and any more recent incidents should be assessed alongside the current speed environment and the proposed increase in traffic.

If the development would increase the frequency or severity of conflict at an existing problem location, this would be directly relevant to the NPPF highway-safety test.

7. Traffic generation and cumulative impacts

A development of 135 dwellings will generate a substantial increase in vehicle movements - Bellway's application assesses potentially 260 additional car owners. This will be in addition to delivery traffic to and from the new dwellings.

The Council should require Bellway to provide the complete trip-generation methodology, including the TRICS sites selected, assumptions, distribution of trips and sensitivity testing.

The assessment should also consider cumulative development in Warminster and any other committed or reasonably foreseeable developments that could affect Boreham Road and its junctions.

8. Construction traffic

Construction traffic should also be assessed separately. The *scale* and *duration* of construction associated with 135 dwellings could result in significant numbers of HGV and delivery movements on Boreham Road.

A detailed Construction Traffic Management Plan should be required if permission is contemplated, addressing routing, vehicle sizes, delivery times, temporary traffic management, pedestrian safety, road cleanliness and protection of existing residents.

9. Heritage and highway works

The highway works required to facilitate the development are not environmentally neutral. Previous planning examination of the East of The Dene site identified concerns regarding the setting of Bishopstrow House, the contribution made by Home Farm, the proposed Boreham Road access and the loss of part of the historic wall. *The earlier examination concluded that there were serious doubts as to whether development could avoid unacceptable heritage impact.*

Any widening, visibility works, wall removal/reconstruction, lighting or other highway engineering required by the current proposal must therefore be assessed together with its heritage consequences.

10. Relevance of the previous Boreham Mead appeal

The previous appeal concerning Boreham Mead should not be treated as establishing that the present 135-dwelling proposal is highway-safe.

That scheme was materially smaller and was assessed in a different factual and policy context. The current application is approximately 3.9 times the size of that proposal.

The earlier appeal decision included highway conditions concerning visibility splays, access construction and associated highway works. Those conditions demonstrate the importance placed on detailed highway design even for the smaller proposal.

11. National Planning Policy Framework – August 2026

The current NPPF requires development proposals to provide safe and suitable access for all users and to ensure that significant transport impacts can be mitigated to an acceptable degree.

The highway decision-making test is particularly important. Development should be refused on highway grounds where there would be an unacceptable impact on highway safety, or where residual cumulative impacts on the road network would be severe following mitigation.

It is therefore unnecessary for objectors to demonstrate that Boreham Road would become completely congested. An unacceptable highway-safety impact is an independent basis for refusal.

The Council should therefore be satisfied, on the evidence before it, that the proposed access and resulting traffic would not create an unacceptable highway-safety impact.

12. Conclusion

For the reasons set out above, I consider that the application has not yet demonstrated that a safe and suitable access can be achieved for all users or that the highway and transport effects of 135 dwellings can be mitigated to an acceptable degree.

We respectfully request that Wiltshire Council refuses planning permission unless and until it is satisfied, on the basis of current and independently verifiable evidence, that:

- the proposed access satisfies current highway design and visibility requirements;• existing speeding and collision conditions have been properly assessed;
 - the interaction between the new access, Home Farm Lane and Bishopstrow Court is demonstrably safe;
 - pedestrian and cycle safety is protected;
 - traffic generation and cumulative impacts have been properly modelled;
 - construction traffic can be safely accommodated;
 - all necessary highway works can be delivered without unacceptable heritage or environmental consequences; and
 - the proposal satisfies the highway-safety requirements of the current NPPF .
- In the absence of such evidence, the application should be refused on highway safety and transport grounds.

Gwyn and Anne Evans