

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: PL/2025/09484

Date: 28 September 2026

PL/2025/09484 - Land North of Swindon Road, Royal Wootton Bassett - Outline planning application with all matters reserved except for access for up to 135 dwellings, the creation of new vehicular access with footways from Swindon Road, provision of informal and formal open space, together with associated highways, landscape, earth works and level changes, foul and surface water drainage facilities, utilities provision and other associated and necessary infrastructure.

Introduction

This response will review matters relating to highway and transport issues.

It is important to note that these comments reflect and detail points discussed at meetings/discussion on 13 May 2026 and 7 July 2026. As a result of further assessment of the submitted details, some items have now moved forward.

Updated NPPF August 2026

It is important to note that the application will be determined against the recently published NPPF August 2026.

Submissions Reviewed:

- Transport Assessment – November 2025, Drawings: Engineering Layouts, Site Layout and others.
- Technical Addendum – July 2026
- Framework Residential Travel Plan – May 2026
- Design and Access Statement - Parameter Plan and Masterplan

Principle

The proposal is located north of the A3102 and to the north of the settlement framework boundary outlined in the Wiltshire Core Strategy.

The site lies to east of the Midge Hall application site that has received planning consent for 425 dwellings, mixed-use local centre, Primary School and employment use (PL/2025/02340).

Despite the proposal being located outside the settlement framework boundary - subject to suitable mitigation (detailed below) it is considered a highway objection on sustainable transport grounds would not be successful at planning appeal. The site, if given consent would be developed adjacent to Midge Hall, in combination this will bring sustainable transport benefits.

Local Plan

Following receipt of the Inspector's post-hearing correspondence, the Wiltshire Local Plan Review (2020–2038) has formally been withdrawn. In this context, policies within the emerging plan carry limited weight for decision-making purposes, however it is important to note that the Local Plan Review still constitutes a relevant evidence base to support decision making going forward. The council are now in the process of developing the next Local Plan, development at Royal Wootton Bassett has not been determined and is subject to future decision making.

The application site was part of the Local Plan Review process and the site was assessed in the 'Planning for Royal Wootton Bassett' document (Sept 2023). The assessment of the site in sustainable transport terms scored well, subject to mitigation. The site proceeded through to Stage 3 and 4 of the selection process, including Sustainability Appraisal and SWOT analysis. The site achieved an overall score of joint 7th out of 9 sites. The site was not allocated. If the site was a non-starter, it would have not had feasibility or any positive feedback. Minor adverse effects were identified in relation to transport:

11.) Transport: The site is accessed via Swindon Road (A3102) and there is little or no pedestrian/cyclist infrastructure. This would need to be addressed by the developer including crossing points / desire lines and enhancement and connectivity of bus stops. The development would need to be impact tested at Junction 16 of the M4 to determine any necessary capacity enhancements. Contributions towards a Transport Strategy (and cycle routes) would need to be defined through the Local Plan Review and Local Transport Plan. (Planning for Royal Wootton Bassett, Sept 2023 page 73)

It is important to note that the site is now proposed with mitigation measures including pedestrian/ cyclist infrastructure, a toucan crossing, upgrades to the route towards the bus stop and improvements at the bus stop.

Connectivity tool

With regard to the NPPF August 2026, as this site is located outside of the development framework boundary, the Connectivity tool should be used to inform the assessment of the sustainable transport credentials of the site.

After a quick and broad assessment of the site, it is noted that the site Connectivity score ranges from 57 - 62 (light green to darker green tones). Within the local context of nearby locations within Wiltshire, relatively this is a high score. Within the context of central area of Royal Wootton Bassett this is below average scores of 69-72 (yellow tones) for Royal Wootton Bassett. It is likely that subject to mitigation this will improve the connectivity score. Mitigation will include the toucan crossing, shared use cycleways and accessibility bus stop/ services (detailed below).

Distance to local facilities and amenities

The TA outlines the distances to local facilities and amenities (table 3.1). When set against walking guidance of the Institution of Highways and Transportation's 'Providing for Journeys on Foot' (2000) this identifies 2km as the maximum suggested acceptable walking distance. This is criteria for planning and evaluation purposes and includes destinations against desirable to preferred maximum criteria; this table (3.2) is reproduced below:

Providing for journeys on foot, IHT, 2000 (table 3.2)

Table 3.2: Suggested Acceptable Walking Distance.			
	Town centres (m)	Commuting/school Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

Table 3.1 (TA) – Key facilities and amenities

- Longleaze Primary – 0.8 km
- Royal Wootton Bassett - Secondary – 1.6km
- Public transport – Shelley Avenue – 0.35km – subject to mitigation
- Employment, leisure/ retail, personal business facilities all within reasonable distance.

With the context of the IHT Journey's on foot table, Table 3.1 in the TA clearly outlines that key facilities are within reasonable walking distance of the proposed site. It also needs to be considered that the Midge Hall planning application will also bring forward a Primary School, local centre and employment. These facilities would be around approximately 950m from the centre of the site with shared use connections.

Walking / Cycling links

The application site will provide 3m shared use cycleways across the site frontage and connectivity related to the site. This will provide connectivity related to Stoneover Lane and the bus stop at Shelley Avenue.

A contribution of **£33,750** is required for the Royal Wootton Bassett to Swindon cycleway. See the S106 section for further detail.

A contribution of **£187,625** is required to provide connectivity towards the Royal Wootton Bassett to Swindon cycleway. See the S106 section for further detail.

Bus service

The Shelley Avenue bus stops serves the '55 Gold' bus route which serves a regular frequency bus service between Swindon and Chippenham, via Royal Wootton Bassett and Calne. The 55 Gold Service, with links to Swindon rail services. A contribution of **£135,000** towards local bus service is required. See the S106 section for further detail.

Bus stops

The nearest bus stops are the Shelley Avenue bus stops located on Marlowe Way, approximately 350m to the southwest of the centre of the site. An appropriate link for pedestrians between the site and the bus stops will be provided.

The bus stops in Shelley Avenue are in poor condition and require a contribution of **£20,000** to upgrade and promote use of public transport. Flexibility is required that the contribution could be used towards a bus stop along A3102 in the event of service diversion. See the S106 section for further detail.

Conclusion to accessibility and connectivity

It can only be concluded that the site is well located to existing services and facilities within two kilometres of the site in Royal Wootton Bassett (table 3.1 TA and table 3.2 IHT). It provides the opportunity to combine walking, cycling and public transport trips. A regular bus service is located within recommended walking distance from the site, which also provides links to the centre of nearby Swindon and associated mainline rail services. The Midge Hall site will also locate a new Primary School and local centre in reasonable distance. The development will include measures to minimise single occupancy vehicle travel, which will be established as part of a Travel Plan process. With the context of the council not having a five-year land supply, it is considered that this is also a factor that will not weigh in its favour. Please note NPPF 2026, S5 (J, i), this application site is considered physically well-related to an existing settlement and of a scale which can be accommodated taking into account the existing and proposed infrastructure.

It is considered that there are no reasonable highway grounds to raise a highway objection on transport sustainability grounds. The proposal is not considered contrary to NPPF 2016, TR3 (1).

General summary of vehicle movements and mitigation measures

The TA at paragraph 5.10 and table 5.2 outlines that at the ghost right lane on the A3102 Swindon Road, development two-way trips can be expected to be 55 trips (AM peak) and 69

trips (PM peak). In the AM this equates to 0.92 vehicles per minute and in the PM this equates to 1.15 vehicles per minute.

It is important to consider the average traffic flows (table 2.1) along the site frontage A3102 two way in the AM are 1346 and PM 1458. The development flows in the AM will be 4.1% and PM will be 4.7% of the existing traffic flow. Within the context of the existing traffic flows along the A3102 the development trips can not be termed to meet thresholds to be considered a severe cumulative impact on the road network. The proposal is not considered contrary to NPPF 2026 TR6 (2).

The development trip movements will be distributed across the highway network (two-way trips detailed in table 6.1 of TA), in combination with the junctions at Stoneover Lane junction (33 trips am, 36 trips pm), Coped Hall roundabout (18 am, 28 pm), un named roundabout (22 am, 34 pm) and M4 Junction 16 (22am and 33pm).

It is important to note that the proposal comes forward with a package of mitigation measures as part of the vision-led approach to increase active travel and public transport movements and reduce car borne trips. A toucan crossing is proposed in order to provide accessibility and connectivity with public transport, facilities and the town centre. Whilst financial contributions towards public transport and links are provided towards the proposed Royal Wootton Bassett to Swindon Cycle link. The proposal is considered compliant with NPPF 2026 TR3 (1).

National Highways comment and M4 Junction 16

It is important to acknowledge that at peak AM and PM times, the A3102 is a busy and fast flowing route related to the M4 Junction 16.

It is important to note that National Highways (dated 24 March 2026) have not raised a highway objection to this proposal subject to mitigation measures, at M4 J16 and measures to encourage active travel and public transport related to the site. National Highways outline that despite recent announcements regarding the Wiltshire Local Plan, they would still advise to secure proportionate financial contributions.

National Highways outline that any impact on development trip volumes is unlikely to adversely impact assessment conclusions (as a result modelling work undertaken in support of the Wiltshire Local Plan and planning applications in the vicinity of M4 J16 application references PL/2023/09142 MOTO MRA, PL/2025/00700 Car Dealership and the wider Royal Wootton Bassett area PL/2023/02129- Woodshaw David Wilson site). National Highways consider that the level of additional traffic likely to be generated by the proposed development does not warrant modelling of operational impacts at M4 J16 on this occasion.

The outcome of previous assessment work recommended that considering the proposed development will add to future traffic demand through M4 J16, National Highways recommend it would be appropriate to seek the following contribution of **£45,000** towards M4 junction 17 (signing, lining and carriageway widening). National Highways also recommend amendments to signal timings and re-validation of the MOVA (Microprocessor Optimised Vehicle Actuation) signal set-up at M4 J16 to mitigate the impact of the development (Condition 9 below).

Site Junction specific issues

Amended plans have been provided as detailed on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The ghost right hand turn lane has now been amended, these drawings outline geometry dimensions such as lane widths, radius and tapers. The deceleration length measures 40m, with an additional the 10m turning length. This is considered acceptable for the 40mph speed within DMRB guidelines and will provide sufficient stacking capacity.

The site access radius has increased from 8m to 12m. The site access has been amended to 7.3m width narrowing to 5.5m within the site. This will provide sufficient room for the fire tender and refuse vehicle as demonstrated by the swept path analysis drawing contained in Appendix C of the technical addendum.

Stoneover Lane junction

The drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 indicates the location of the two-stage toucan crossing has been re-located further west by approximately 10m of the right hand turn lane associated with Stoneover Lane. The deceleration length is laid out to an acceptable standard measuring 40m, with an additional the 10 m turning length. This is considered acceptable for the 40mph speed within DMRB guidelines.

A3102 Entrance gateway feature

The drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 indicates a gateway feature for the 40mph speed limit. Full details of the 40mph gateway feature will be approved as part of condition 1, where detailed drawings will be submitted.

Transport vision led approach

The vision led approach is a business-as-usual approach, as part of the committed development and previously allocated Local Plan sites. This includes significant mitigation measures to encourage active travel and public transport in accordance with NPPF 2026 TR3 (1). The scenarios developed include TEMPro growth factors. The junction assessments scenarios include:

- 2030 future year + committed development
- 2030 future year + committed development + Proposed development

Whilst the junctions are assessed on this basis, it is clear that this approach related to site does include walking and cycling connectivity (toucan crossing), bus connectivity, cycle improvements (cycle) and improvements to public transport. This is within the context of the site location being located within reasonable walking and cycling distances of facilities and services.

Trip generation and off-site modelling

As detailed in the technical addendum, further junction operational assessment was requested by Wiltshire Highways for four key junctions. Including committed development and development sites (previously allocated in the Local Plan) were modelled. This was to ensure that the cumulative impact of development on traffic flows was modelled in line with NPPF TR6 (3) requirements.

Manual classified counts were carried out to support the modelling. A base year of 2026 and future year of 2030 agreed. TEMPro Growth factors from NTEM were applied. Committed development included:

- Land at Midge Hall – 425 dwellings, Primary School, Local Centre (PL/2025/2340),
- Car dealership (PL/2025/0700)
- MOTO motorway rest area (PL/2023/09142)
- Land Woodshaw – 410 dwellings (PL/2023/02129)
- Erection of class E superstore (PL/2022/05273)
- Land at Green Farm, Lyneham 200 dwellings (19/03199/OUT)

The following sites associated with the Local Plan / Neighbourhood Planning process:

- Land at Marsh Farm – approximately 150 dwellings
- Land West of Maple Drive – approximately 70 dwellings

- Land at Stoneover Lane – approximately 42 dwellings

Proposed site junction/ A3102 Swindon Road

The assessment provided in the technical addendum (table 3.5) confirms that the proposed site access is forecast to operate well within capacity, with negligible queuing anticipated from either the site access, or the proposed right-turn lane from the A3102 Swindon Road (East) into the Site Access.

A3102 Swindon Road/ Brinkworth Road 4 arm roundabout

The assessment provided in the technical addendum (table 3.1) outlines that the 2030 future year + committed development scenario, outlines acceptable capacity and delay within the roundabout. The additional proposed development scenario outlines only relatively marginal increase and that sufficient capacity and delay is maintained within the roundabout.

A3102 Swindon Road/ Unnamed junction

The assessment provided in the technical addendum (table 3.4), with regard to the scenarios modelled, outlines an issue with the A3102 Swindon Road (E) arm in the PM.

There is a slight increase as result of the proposed development, with RFC of 1.13, queues (PCU) 123.4 and delays of 227.58seconds. From the Midge Hall planning application a contribution has been secured towards upgrade at this junction. It is considered that a contribution at the same rate, of **£23,825** is reasonable and proportionate. Meanwhile contributions from other developments within Royal Wootton Bassett will be required to contribute going forward.

A3102 Swindon Road/ Stoneover Lane junction

With regard to the assessment provided in the technical addendum (table 3.3). The capacity of the proposed scheme has been modelled. The junction capacity assessment demonstrates that the proposed arrangements will operate within operational capacity in the 2030 Future Year + All Committed Development + Proposed Development scenarios.

In the PM peak, the maximum RFC shows an increase of 0.12 to 0.90 on the Stoneover Lane to A3102 Swindon Rd (W) movement as a result of the Proposed development. This is on the margin of capacity.

In comparison, the existing arrangement has been modelled in table 3.2, in the PM peak, the maximum RFC shows an increase of 0.13 to 0.95 on Stoneover Lane to A3102 Swindon Rd (E) movement as a result of the proposed development. Queue lengths, also exhibit an increase with the addition of the Proposed Development, with a 1.9 PCU increase on the Stoneover Lane to A3102 Swindon Rd (East) movement. It is important to note that the proposed access arrangements will offer slightly more additional capacity, as well as improvements to the junction.

As illustrated on the drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026 the upgrades will aim to improve facilities for walking and cycling via the introduction of a 3 metre wide footway / cycleway. Further safety related measures include resurfacing of the whole carriageway in the vicinity of the junction/ toucan, upgrades to junction signage, and the proposed reduction of the existing speed limit to 40 mph with a gateway feature east of the Stoneover Lane junction.

Accident data

I note the accident data included in the TA. This indicates that there is an accident history at the Stoneover Lane / Swindon Road junction. The accident history indicates issue with vehicles pulling out of Stoneover Lane / vehicles entering towards Stoneover Lane and

manoeuvres within the junction causing issues. This junction is included the Wiltshire Council A3102 Safer Road scheme.

It is considered that introduction of the proposals such as the site junction, shared footways, toucan crossing, surfacing, lining, signing, street lighting and 40mph gateway will significantly change the highway environment at this junction.

Wiltshire Council A3102 Safer Road Scheme – Stoneover Lane

Wiltshire Council has been granted funding to carry out safety improvements along the A3102 between J16 M4 to the A350 Melksham. A scheme to upgrade the Stoneover junction has not been finalised or published at this stage.

Going forward, if the Safer Road scheme is delivered in this location before this planning application, the submitted details as part of conditions 1 and 2 will need to take this into account accordingly.

Midge Hall application implementing the toucan crossing

In the event that the Midge Hall scheme (PL/2025/02340) implements the toucan crossing, improvements to the route to the bus shelter (contribution **£27,980**) and bus shelter improvements (contribution **£20,000**). These requirements will be discharged by the highway team and any monies returned

In the event Midge Hall scheme comes forward first, it will be required that the scheme (Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026) is adjusted and a revised scheme to include shared use connections to the toucan crossing is provided, any other reasonable adjustments to facilitate this. This would be in lieu of providing the toucan crossing, upgrades to the link to bus stop and bus stop upgrades. This issue is covered by condition 6.

Scheme requirements – Surfacing and lining

As part of the proposed highways scheme detailed on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026, there is a requirement the site junction and that of the toucan / upgrades to the junction with Stoneover Lane will require surfacing of the whole widths of carriageway. This is covered in conditions 3 and 4.

Walking / cycling

A contribution of **£187,625** – to be used for a Shared use path from site junction on A3102 to the un-named roundabout for connection to Royal Wootton Bassett cycleway. This contribution is estimated at 50 % of scheme costs. Due to extent of other contributions from this proposal, other development sites will be expected to contribute towards these highway works.

Conclusion

There is no highway objection raised subject to the recommended S106 obligations and conditions detailed below.

S106 Contributions

Strategic transport contributions have been calculated at the same rate as that applied to neighbouring Local Plan allocation sites, Midge Hall (PL/2025/2340) and Woodshaw (PL/2023/02129).

The following S106 obligations are required in the event of a planning consent being issued:

- **£187,625** - Shared use path from site junction with A3102 to the un-named roundabout for future connection to Royal Wootton Bassett cycleway.

This contribution is estimated at 50% of scheme costs, due to the proximity of site junction with roundabout. Due to extent of other contributions, other development sites will be expected to contribute. Monies to be held for ten years and returned if shared use path/ cycleway does not come forward.

- **£23,825** – Scheme to improve the unnamed roundabout

At a rate of £176.5 per dwelling

- **£135,000** - Passenger transport contribution

At a rate of £1,000 per dwelling

- **£33,750** - Royal Wootton Bassett cycleway contribution

At a rate of £250 per dwelling

- **£45,000** - M4 J16 geometry/signage /lining alterations

At a rate of £333.33 per dwelling

- **£7,000** - Travel Plan monitoring fee

- **£7,000** - Traffic Regulation Order – Speed Limit

- **£20,000** - Bus stop upgrade in Shelley Avenue

In line with Midge Hall contribution. If Midge Hall implements consent and makes this contribution first this will be discharged. Flexibility also required, that the contribution could be used towards stop along A3102 in the event of service diversion.

- **£27,980** - Upgrade to surfacing of route to Shelley Avenue bus stop WBAS 81

In line with Midge Hall contribution. If Midge Hall implements consent and makes this contribution first this will be discharged.

Recommended Planning Conditions

The following planning conditions are recommended:

Condition 1 – A3102 Swindon Road ghost right hand turn lane junction

1. Notwithstanding the submitted details, no works shall commence on site until full construction details for the ghost right hand turn lane, to include streetlighting designs and speed limit gateway has been submitted to and approved by the Local Planning Authority. In accordance with drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to first occupation of any dwelling the new site junction and the A3012 Swindon Road ghost right hand turn lane junction shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient sustainable access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

Condition 2 – Stoneover Lane junction upgrade

2. Notwithstanding the submitted details, no works shall commence on site until full construction details for the A3102 Swindon Road C46 Stoneover Lane right hand turn lane junction upgrade to include streetlighting designs as necessary have been submitted to and approved by the Local Planning Authority in accordance with drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to first occupation of the first dwelling the works shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

Condition 3 – A3102 Swindon Road ghost right hand turn lane junction surfacing

3. Prior to the occupation of the first dwelling, site junction right hand turn lane with A3102 Swindon Road shall have been provided, having been planed off 40mm and resurfaced in asphalt over its entire carriageway width along the scheme indicated on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. For clarity, this is the entire hatching from the start of the eastern hatching taper until the A3102 Swindon Road junction with C46 Stoneover Lane.

Reason: In the interests of safe and convenient access to the development.

Condition 4 – A3102 Swindon Road toucan/ Stoneover Lane ghost right hand turn lane junction surfacing

4. Prior to the occupation of the first dwelling, A3102 Swindon Road / Stoneover Lane right hand turn lane junction upgrade and toucan crossing from A3102 Swindon Road shall have been provided, having been planed off 40mm and resurfaced in asphalt over its entire carriageway width along the scheme indicated on drawing Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. For clarity, this is the entire hatching from the start of the western hatching taper until the start of site junction.

Reason: In the interests of safe and convenient access to the development.

Condition 5 – Toucan crossing at A3102 Swindon Road

5. Notwithstanding the submitted details, no works shall commence upon site until the construction details of the toucan crossing on A3102 Swindon Road to include footway links in the Stoneover Lane junction, stopping up of the layby, full pedestrian phasing, and streetlighting designs have been submitted to and approved by the Local Planning Authority. In accordance with outline drawing, Proposed Access Arrangement, P-22-2466 Rev C 09.07.2026. The construction details shall include details of the toucan crossing (LTN 1/20 compliant). The full construction details shall be subject of a Stage 2 Road Safety Audit. Prior to the first occupation of dwellings, the toucan crossing access and footway connections shall be completed in all respects in accordance with the approved details and maintained as such thereafter.

Reason: To ensure that a safe and sufficient access strategy is provided in compliance with Core Strategy Policy 60, 61 and 62.

Condition 6 – Provision of toucan crossing by third party

6. In the event that the neighbouring development at Midge Hall (PL/2025/02340) fully implements the toucan crossing on A3102 Swindon Road before the applicant of this planning consent implements the toucan crossing, revised details of a shared use path connection from the site junction to the toucan crossing must be submitted to and approved in writing by the Local Planning Authority. No part of the development shall be first brought

occupied until that shared use path has been completed in accordance with the approved details.

REASON: To ensure connectivity between the site and the toucan crossing facilities on the A3102 Swindon Road in the interests of highway safety and accessibility.

Condition 7 – Residential Travel Plan

7. Prior to the first occupation of the development hereby approved a full residential travel plan shall be submitted and approved. This shall include £300 green travel vouchers for each dwelling. The full travel plan when approved shall be implemented including the appointment of a travel plan co-ordinator for five years from the date of first appointment.

Reason: In the interests of promoting sustainable patterns of travel to and from the development.

Condition 8 - Construction traffic management

8. No development shall commence on site (including demolition works), until a Construction Management Plan, together with a site plan, has been submitted to and by the Local Planning Authority. The Construction Management Plan shall include, but not be exclusive to the following:

1. the parking of vehicles of site operatives and visitors;
2. loading and unloading of plant and materials;
3. storage of plant and materials used in constructing the development;
4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
5. wheel washing facilities;
6. measures to control the emission of dust and dirt during construction;
7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
8. measures for the protection of the natural environment.
9. hours of construction, including deliveries;
10. pre-condition photo survey of local roads and highway infrastructure;
11. large vehicle routing plan;
12. traffic management plan (including signage drawing(s));
13. number (daily/weekly) and size of delivery vehicles;
14. number of staff vehicle movements;
15. details of temporary/permanent Traffic Regulation Orders
16. construction phasing plan.

The approved Construction Management Plan shall be adhered to in all respects throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

Reason: To minimise detrimental effects of construction upon neighbouring environs in compliance with Core Strategy Policy 62

Condition 9. National Highways condition (The following condition is recommended by National Highways)

9. Prior to the occupation of the development hereby approved, the scope of a MOVA re-validation exercise for M4 J16 shall be agreed with the strategic highway authority, and the re-validation exercise completed in consultation with and to the satisfaction of the strategic highway authority.

Reason: to ensure that the operational traffic impacts of the development are managed in the interest of the safe and efficient operation of the Strategic Road Network in line with the requirements of DfT Circular 01/202.

INFORMATIVE

A revised masterplan will be required with the Reserved Matters application to and shall consider the following:

1. Contiguous carriageway network to reduce the need for large vehicle turning areas (loop);
2. Refuse collection vehicle tracking and walking distances to collection points;
3. Full details of pedestrian realm infrastructure and the means to identify priority and continuity across side roads
4. Access and movement plan illustrating dedicated walking and cycling routes, construction, geometry and connectivity with external networks;
5. A direct internal shared walkway and cycleway (LTN 1-20 compliant) across the site.
6. Details of Shared Surface streets and transitions, including geometry details and material treatment;
7. Details of speed restraint measures to reduce on-site traffic speeds to 20mph or lower;

Prior to commencement of development, a phasing plan shall be submitted to and approved by the Local Planning Authority. All aspects of the masterplan shall be delivered in full accordance with the phasing plan and shall be maintained as such thereafter.

Reason: To ensure a masterplan is designed and delivered that maximises and priorities sustainable modes of transport in compliance with Core Strategy Policy 60, 61 and 62.

INFORMATIVE

Wiltshire Council has been granted funding to carry out safety improvements along the A3102 between J16 M4 to the A350 Melksham (A3102 Safer Road Scheme). A scheme to upgrade the Swindon Road/ Stoneover junction has not been finalised or published at this stage. If the A3102 Safer Road Scheme comes forward before this application it will need to take into account detail matters and amend as appropriate in accordance with conditions detailed above.

Kind regards,

PAUL GALPIN

Principal Development Control Engineer

Highways Development Management

