

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/04916

Site Address: Land west of Semington Road, Melksham

Proposal: 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.

Date of Consultation Response: 21/09/2026

Highway Officer Assessment

The submitted documents have been assessed in support of the outline application for up to 225 dwellings and associated infrastructure to be accessed from a priority junction from Semington Road. The following documents have been assessed to form the highways response to this planning application;

Design and Access Statement

Transport Assessment

Outline Construction Traffic Management Plan

Landscape layout

Planning Statement

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

Site Context

Directly north of the site are two developments that received planning permissions for a total of 103 dwellings under references PL/2023/00808 and PL/2024/11665. The first phase of which is under construction and the whole site will be accessed from a point less than 50 m north of the proposed access for the outline application here named as Land West of Semington Road. To the south of the site is a further outline planning application site (Land at Berryfield) for 58 new homes under PL/2025/00626, which is yet to be determined.

The line of the Melksham Link Project that may connect to the site of the Wilts and Berks Canal as saved policy has been preserved within the development, and it is understood that consultations have been undertaken with the Canal and Rivers Trust, to secure this.

Highway Safety

A review of Crash map recorded personal injury data reveals two recorded collisions resulting in minor injuries that were 100 m north and 300 m south of the proposed access respectively. These occurred in the last 5 years and a single serious injury near the proposed access that occurred in 2018. 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 Semington Road forming a staggered junction arrangement with Melksham Mobile Home Park and 50m north of Telford Drive. Visibility splays are shown to be within Manual for Streets minimum guidance and can be provided to adequate standards to match the recorded 85th percentile speeds recorded using ATC data.

When referring to an access 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. Given the requirements of the immediate highway network at the site the consideration is a priority junction is an appropriate design, with the caveat that a raised table on Semington Road be included in the design for reasons given below.

A pedestrian and cycle access to Berryfield Lane is shown in the masterplan and would be a useful addition to a final plan as Berryfield Lane will provide a low-traffic alternative for cyclists as this unclassified road is subject to a prohibition of driving order, except for access. There are no details regarding the cycle and walking access arrangements that are required to provide inter and through connectivity to the wider Melksham area. Although this outline application is to provide access details as part of all matters reserved except for that of access, it is considered appropriate to condition details to be provided within the reserved matters stage and to have the conditions attached to this application, should permission be granted, by discharged to achieve these connections.

Traffic Impact

A new priority junction access is proposed onto Semington Road, including pedestrian access connections to existing footways on Semington Road. The transport assessment reviews traffic impacts at key junctions including Semington Road/Berryfield Lane, A350 corridors, Western Way, and surrounding roads.

Future forecasts include background and growth and traffic from other committed developments in the area.

Development traffic has been distributed across the network using the forecast trip assignment shown in Figures TF11 and TF12. These show traffic forecasted movements entering and leaving the site during peak AM and PM hours.

The development is forecast to generate approximately:

- 67 two-way vehicle movements per hour during the morning peak
- 68 two-way vehicle movements per hour during the afternoon peak
- This equates to 1 vehicle every 53-54 seconds or no more than 1 vehicle movement every minute during peak hours

Future modelling through Arcady output indicates that even with forecasted development the traffic produced will allow the new junction to operate within capacity with forecasted values to 2031. The forecasted values for peak traffic flows indicate queue lengths of 2 vehicles and less at Semington Road both north and south and calculates a Ratio of Flow to Capacity RFC value below 0.60 where values more than 0.85 indicates some concern. Therefore, the predicted value is within capacity.

While committed development can be included within the future traffic predictive calculations, it is noted that there are proposals not yet determined that are not included

within the assessment. However, not all the proposals with currently active planning applications are guaranteed to come forward for development. 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.

Highway recommendations

In accordance with Paragraphs 96, 110, 11 and 116 of the National Planning Policy Framework (NPPF), development should provide safe and suitable access for all users, give priority to pedestrian and cycle movements where practical, and maximise opportunities for sustainable transport choices. The NPPF also requires planning decisions to support healthy and inclusive communities for walking, wheeling and cycling. The Melksham Local Cycling and Walking Infrastructure Plan (LCWIP) identifies Semington Road as Corridor 4-2 and establishes a strategic evidence base for future walking and cycling improvements along the route. The application site is located directly on this corridor and is expected to generate additional walking, wheeling and cycling movements to local services, schools, employment areas and public transport facilities.

While the LCWIP does not itself create a requirement for all identified schemes to be delivered by individual developments, it provides an evidence-based framework for identifying infrastructure necessary to support sustainable travel patterns arising from development. Any requested mitigation must satisfy the tests set out in Regulation 1222 of the Community Infrastructure Levy Regulations 2010 Paragraph 58 of the NPPF by being:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development;
- Fairly and reasonably related in scale and kind to the development.

Measures to reduce vehicle speeds on Semington Road adjacent to the development are considered directly related to the proposal and would improve conditions for both pedestrian and cycle movements associated with the development. A Section 106 obligation should therefore secure the promotion of a 20mph speed limit from the A350 roundabout south-westwards along Semington Road to existing priority narrowing south of Telford Drive. This would support the creation of a lower-speed environment consistent with the objectives of the LCWIP and current guidance for inclusive active travel networks.

A raised table feature at the proposed site access should also be secured through the detailed highway design. This measure would reinforce reduced vehicle speeds, improve pedestrian crossing opportunities at the principal access point, and partially mitigate the loss of the existing traffic-calming island required to facilitate the development access.

The development will introduce additional pedestrian and cycle demand onto the surrounding transport network. Whilst the precise interventions required along Corridor 4-2 have not yet been developed to detailed design stage, a contribution towards feasibility, option development and scheme assessment work is considered justified. Such work is required to determine what improvements are necessary, directly related to development impacts and capable of delivery through future funding streams.

Accordingly, a financial contribution of £50,000 is sought through a Section 106 agreement towards the preparation of LCWIP corridor feasibility and design work associated with Semington Road and adjoining links serving the development. This contribution is necessary to assess and identify proportionate mitigation measures arising from increased active travel demand generated by the proposal and to support the future delivery of sustainable transport infrastructure in accordance with the objectives of the NPPF and Wiltshire's Local Transport Plan.

A request from the Passenger Transport Team is for a developer contribution of £1,400 per dwelling towards the support of the X34 bus service which runs along Semington Road and will be a crucial part of a Green Travel Plan to support sustainable transport options and to allow future occupiers of the development to utilise alternative transport to the private car thus promoting sustainable transport alternatives. The justification provided is that while the Monday to Saturday service is primarily commercial the Sunday service operates with government funding support. This requested funding will support the service beyond the life of the current government support.

Conclusion

Having reviewed the information provided by the applicant and considered the provisions thought necessary to be brought forward with this application. It is considered that:

- An adequate access can be delivered
- The proposed development would not result in unacceptable impacts on highway safety
- The local highway network can operate within capacity with the forecast committed 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.
- The development can provide appropriate opportunities for sustainable transport in accordance with Paragraphs 110 and 111 of the NPPF, subject to the delivery of suitable pedestrian and cycle connections and proportionate contributions towards the assessment and development of LCWIP measures serving the site.

Recommendation that there be **no highway objection** subject to conditions and obligations that secure:

1. Detailed design and implementation of the site access to feature a raised table on Semington Road.
2. Introduction of a 20mph speed limit on Semington Road from the A350 in a southwesterly direction to a point 32m southwest of Telford Drive.
3. Provision of adequate connections for walking and cycling between the development and the existing development north of the proposal site, to the west on Berryfield Lane, and to the south for future connections to a proposed Berryfield development.
4. Submission and approval of a Stage 2 Road Safety Audit with designer's response
5. Submission, implementation and monitoring of a Residential Travel Plan
6. Provision of parking, cycle parking and EV charging in accordance with Wiltshire Council standards as reserved matters stage.
7. £50,000 for **S106 contributions** toward a feasibility study to assess active travel movements generated by the development; identification and design of mitigation measures serving future occupants; future implementation strategy along Corridor 4-2 (Semington Road)
8. A financial obligation of £1,400 per dwelling toward support of the X34 bus service along Semington Road

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 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:

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

☐ 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 Councils cost's in undertaking the following actions:

Drafting the agreement

Inspection of 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

Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, Ian.Fry@wiltshire.gov.uk