

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: PL/26/03375

Date: 1 October 2026

PL/26/03375 - Land off Storridge Road, Westbury, BA13 4HX - Outline application for the demolition of number 5 and 6 Storridge Road and the erection of up to 165 dwellings (including affordable housing), with public open space, structural planting, landscaping, and sustainable drainage system (SuDS) and vehicular access point. All matters reserved except for means of access

Introduction

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

Submissions Reviewed:

- Transport Assessment – May 2026
- Drawings: Appendix E Proposed Access Strategy, Proposed upgrade of zebra crossings to puffin
- Travel Plan – May 2026
- Design and Access Statement – April 2026
- Development Framework Plan – December 2025

As you will be aware there are previous similar planning applications for this land. Applications 17/12342 and 19/06389 did not receive a highway objection. Application PL/2022/09842 – was refused on non-highway grounds but was dismissed at appeal.

The vehicle access for PL/2022/09842 was proposed between 13 and 14 Storridge Road. Vehicle access for this application is proposed between 5 and 6 Storridge Road. This application is for 165 dwellings, 35 dwellings less than the previous application.

NPPF

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

Sustainability and accessibility

With regard to application PL/2022/0942 it is noted that previously no sustainable transport objection was raised by the Local Highway Authority. No issues relating to sustainable transport were raised by the Planning Inspector at appeal. It is also important to note that the Glenmore Farm application PL/2021/03749 for 145 dwellings has now been granted planning consent.

Table 5.2 of the TA outlines walking distance to local amenities. The site is located within reasonable distance of many facilities, with reference to the CIHT's Providing for journeys on foot (2000). The proposal is coming forward with upgrades to crossing points and contributions towards the strengthening of the bridge with the

objective of improving bus routing in the future – to bring back into use The Ham bus stop (578m).

Whilst the application site is located outside the development framework of the Wiltshire Core Strategy, please note NPPF 2026, S5 (J, i), this site is considered well related to an existing settlement and of a scale which can be accommodated taking into account the existing infrastructure.

Transport vision led approach

The vision led approach is a business-as-usual approach, as part of the committed development. This includes mitigation measures to encourage active travel and public transport in accordance with NPPF 2026 TR3 (1). Whilst the junctions are assessed on this basis, the approach related to site does include walking connectivity (puffin crossing upgrades), bus connectivity improvements to public transport (by way of contribution for the railway bridge). The site is located within the context of being located within reasonable walking and cycling distances of facilities and services.

Road Safety – Personal injury collision data

I note that the TA outlines an extensive study area for the personal injury collision data. The time period is also relatively recent and within reasonable timeframes between 1 December 2020 and 21 November 2025. Of key importance to note is the three slight accidents on The Ham/ Station Road/ Brook Lane and Storridge Road junction. It is important to note that no collisions occurred due to highway design.

No collisions have also occurred in the vicinity of the site frontage. There is no evidence to suggest that there are existing safety issues that will be exacerbated by the proposed development.

Trip generation

The TA provided for this current planning application is considered thorough and takes a robust approach to traffic generation of the development. Updated manual classified surveys were undertaken in May 2025. The robustness stems from the following:-

- Traffic flows have been growthed for 5 years and the baseline assessment is 2031. This is considered reasonable.
- TEMPRO datasets are used to growth traffic and take into account committed development (to avoid double counting).
- Relevant committed developments have been included, of which now have part occupation which may therefore have been included in the traffic surveys creating a small degree of double counting in the forecast traffic. Glenmore Farm, does now have planning permission and is included as committed.
- The TRICS surveys used do not include pandemic surveys, and will therefore lead to higher trip generation than will actually be the case (table 6.3). As a result a higher level of trips rate 0.61 (AM) and 0.62 (PM) is used and is considered a robust.

The TA outlines the development can be expected to generate 102 two trips in each peak hour where a trip is a one-way vehicular movement. There will therefore be around 1.7 trips at the site access per minute in the peak hours. Trip distribution has been assessed on a reasonable basis.

The TA Table 6.5 provides a comparison of With and Without-Development traffic flows at local junctions. With-development flows of above 3% can be considered to be of interest. The biggest impact is on the Storridge Road / The Ham / Station Rd / Brook Lane mini roundabout of 6.9 % (94 trips) in 2031 AM and 7 % (95 trips) in 2031.

Storridge Road / The Ham / Station Rd / Brook Lane mini roundabout

With regard to table 6.9 Without Development (i.e. Glenmore Farm) the RFC for The Ham arm (AM) is forecast at 0.45 against 0.48 With Development. The RFC for Station Rd is at 0.89 against 0.90. Between 0.85 - 0.90 this is considered the theoretical capacity. But in this instance the increase from the with development scenario can not be considered significant.

Highway constraints mean that mitigation of this junction to increase capacity by geometrical changes are impractical. The proposed mitigation, replacing the two nearby zebra crossings with puffins may assist as the red lights stopping traffic entering the junction at times, will briefly free up the roundabout operation.

Hawkeridge Road / Link Road / Hawkeridge Business Park Access

With regard to Table 6.8 highest RFC (AM) for Without Development is the Hawkeridge Road Northern arm at 0.51, With Development only increases to 0.52. The junction will operate with spare capacity.

Site access

The junction will operate with spare capacity (table 6.14). The proposed site access of a simple priority junction with 2m footway on either side is appropriate to serve the proposed development.

The Development Framework Plan dated July 2024 (drawing CSA/2972/110 Rev C) outlines a shared use 3m pedestrian and cycleway connections / link from the future roads within the development to the boundary of the Glenmore development. This link and connectivity must be brought forward and is conditioned.

Upgrade of zebra crossings – The Ham / Storridge Road

The upgrade of the two zebra crossings near to The Ham / Storridge Road junction to linked puffin crossings, with associated resurfacing of carriageway, must be brought forward to encourage walking. The upgrade of the two nearby zebra crossings to puffin crossings should be secured by obligation. This will require surfacing of the approaches to each puffin – a distance of about 55 metres per crossing.

Station Road Bridge strengthen scheme

The development must secure a 10 year time limited contribution to a scheme to strengthen the Station Road underbridge enabling bus accessibility to the development to be improved. This will bring into use the nearby Ham bus stop.

I am aware of the previous planning application PL/2022/09842 and associated highways comments. Previously a contribution was sought towards the strengthening of the rail bridge on Station Road, I note a reference to this in the Transport Assessment. The council Bridges Engineer has confirmed that the bridge repairs are still planned and a contribution towards the repairs is still required. It is agreed that the focus should be the bridge strengthening scheme rather than local improvements in this instance.

A financial contribution of £380,000 was previously requested, this has been proportionally reduced to reflect the slightly smaller scale development and index linked from 2023 to present time. An amount of **£343,000** is now required. This contribution should be 10 year time limited and index linked.

Upgrade of footway – Storridge Road

The existing footway running past the vehicular access over the frontage of 1a to 25 Storridge Road will form the most important pedestrian accessibility route in and out of the development. The footway is narrow and poorly surfaced.

Drawing Proposed Access Strategy P25028-01 dated 30 April 2026, shows the existing footway widened to 1.8m. It will be sufficient for the northern footway on Storridge Road to be reconstructed and widened to 1.8 metres. Issues with the crossfall gradient are noted. It is conditioned that the widening of the footway is provided in accordance with details to be submitted.

Travel Plan

A Travel Plan has been submitted, this should include a Green Travel Voucher to the value of **£300** as per para.7.6 of the current Wiltshire Travel Plan guidance.

Relocation of electricity pole in proposed site junction

The electricity pole is outlined located within a prominent position within the proposed site junction and visibility splay. A development of this scale must relocate the electricity pole outside of the visibility splay and to a suitable location. A likely position to the rear of the footway, in sensible position relating to access to 7 Storridge Road will need to be agreed. In addition, the relocation of the pole will bring benefits of manoeuvring the occupier.

Conclusion

The above improvements to the zebra crossings, footway improvement at Storridge Road and bridge reinforcement will support active and sustainable travel choices benefitting future residents of the proposed development, in line with local (Wiltshire Core Strategy Policy 60, 61, 62) and national policies (NPPF 2026, TR 3, TR 4, TR6).

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

I have no highway objections subject to the following:-

S106 Obligations

- Upgrade of two zebra crossings near to The Ham / Storridge Road junction to linked puffin crossings, with associated planing off 30mm and resurfacing, lining and signing of the carriageway for a total length of 110 metres (approximately 55 metres per crossing). In accordance with drawing Proposed upgrade of zebra crossing to puffin crossings, P25028-022, 6 May 2024.
- A financial contribution of **£343,000**, a 10 year time limited and index linked towards strengthening of the rail underbridge on Station Road.
- **£300** green travel vouchers for each dwelling upon first occupation, for the purchase of essential travel accessories or cost of purchasing a bicycle or even train travel.

The above obligations have been agreed with the applicants.

Planning conditions

1. Within 6 months of first use of the development hereby approved a revised full travel plan shall be submitted based on the submitted travel plan (May 2026). 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 three years from the date of first appointment.

Reason: In the interests of promoting sustainable patterns of travel to and from the development is provided in compliance with Core Strategy Policy 60, 61 and 62.

2. Prior to first occupation the site junction shall have been provided, as detailed on plan number, Proposed Access Strategy P250028-001 dated April 30 2026. Notwithstanding, this shall include the relocation of the electricity pole out of the visibility splay and the proximity of the junction, to a position to be agreed with the Local Planning Authority.

Reason: In the interests of safe and convenient access to the development in compliance with Core Strategy Policy 61.

3. No part of the development shall be first brought occupied, until the visibility splays (2.4m x 78m south-east, 2.4m x 82m north-west) shown on the approved plans Proposed Access Strategy P250028-001 dated April 30 2026, have been provided with no obstruction to visibility at or above a height of 0.6m above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety is provided in compliance with Core Strategy Policy 61.

4. Prior to first occupation of the 20th dwelling the existing footway along Storridge Road over the frontage of numbers 1a to 25 shall have been reconstructed to full depth, widened to 1.8 metres, in accordance Proposed Access Strategy P25028-01 dated 30 April 2026. Each driveway highway area between the new footway and the carriageway having been planed off

and resurfaced, with drainage provided to ensure that there is no ponding on the footway at driveway positions, all in accordance with details to be first submitted to and approved by the LPA.

Reason: In the interests on improving pedestrian accessibility to and from the development is provided in compliance with Core Strategy Policy 60, 61 and 62.

5. The reserved matters application shall include a 3 metre wide shared use cycleway link to the boundary of the development to connect to the adjoining Glenmore Farm development at a suitable location (A link has been indicated on the Development Framework Plan dated July 2024 (drawing CSA/2972/110 Rev C).

Reason: In the interests of achieving walking and cycle connectivity between developments is provided in compliance with Core Strategy Policy 60, 61 and 62.

6. The reserved matters application shall include details of the layout and closure method to general vehicular use of an emergency access to serve the development. The emergency access/ pedestrian/ cycle access to be located as indicated on plan number Proposed Access Strategy P25028-001 dated April 2026.

Reason: In the interests of providing emergency access to a large development and to achieve improved cycle and pedestrian connectivity is provided in compliance with Core Strategy Policy 60, 61 and 62.

7. 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.