

MEMORANDUM

To: Development Management

From: Sustainable Transport

Ref: PL/2026/01072

Date: 8 October 2026

PL/2026/01072 - Land North of Devizes Road, Hilperton, Trowbridge, BA14 7QS - Outline planning application, with all matters reserved except for the main point of access from Devizes Road, for the demolition of existing building and development of up to 80 dwellings, public open space, drainage, landscaping and ancillary works
This response will review matters relating to highway and transport issues.

This response will review matters relating to the latest submission of the Transport Note (TN) dated August 2026 relating to highway and transport issues for the above planning application.

Key Submissions Reviewed

- Transport note P22-0992 TR06 – August 2026

NPPF 2026

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

Transport Sustainability matters

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

Transport vision led approach

The vision is a business-as-usual approach, as part of committed development. This includes mitigation measures to encourage active travel and public transport in accordance with NPPF 2026 TR3 (1). The site is located within reasonable walking and cycling distances of facilities and services. The vision includes walking connectivity, LCWIP contributions and connections with the HILP 21BOAT. The road junctions are assessed on this basis.

Key Outstanding Issues

The Transport Note summarises the outstanding matters.

Walking and Cycling Improvements

I note that a contribution of £204,400 has now been agreed (para 2.4/ 2.5 of TN) towards measures to be provided by the Highway Authority through its Local Walking and Cycling Infrastructure Plan (LCWIP). This is now included as a S106 obligation.

A requirement for a separate request for localised widening of the existing footway/cycleway on the site frontage/ walking cycling connectivity with HILP 21 BOAT is now conditioned

(condition 2). I note that applicant is prepared to provide widening by the HILP 21 BOAT/ rugby club (para 2.6), as per drawing P22-0991 SK/14 dated 13 July. These works can be adopted as part of the S278 works.

Details of the Proposed Junction Arm relating to the existing A361 Roundabout

With regard to walking and cycling crossing facilities. It is noted that the applicant is not prepared to provide a widened facility in the arm of the roundabout.

It is also noted that compliance with DMRB has been demonstrated and included in Appendix C of the TN.

It is important to consider that in the event of further strategic development coming forward, at that point, the roundabout and junction will need to be amended as per drawing P22-0991 SK02 Rev A dated 21/06/2022 - Appendix E of the TA. At this stage there will be another opportunity to amend the crossing facilities in the arm of the roundabout. It is also worthwhile to note that this would also render these highway works sacrificial.

Please note that in the event of strategic development it will be required that a full toucan crossing in the approximate location of the dropped crossing blister paving indicated on the drawing (P-22-0991 SK02 A 21/06/202) included Appendix E of the TA will be required. This will provide connectivity, continuity of cycling within the development, and towards HILP 21/ BOAT.

Internal Layout Matters

The applicant is prepared to provide two bus stop hardstandings detailed in the Concept Masterplan. This is conditioned to be provided at the detailed stage (condition 4).

The applicant is prepared to provide the hard surfaced 3m wide walking and cycling shared use path connection in the north-east of the site to connect to Public Right of Way (PRoW) HILP21, in line with Sketch Layout-01, P19 – dated 02.12.25. This is conditioned to be provided at the detailed stage (condition 5).

Safeguarding of land for larger roundabout to serve strategic land

With regard to the future proofing of a larger roundabout for the delivery of strategic development, drawing P22-0991 SK/13 (Appendix D in TN) outlines land that will be required for the future roundabout access design (shown in Appendix E of the TA). The draft design for strategic development includes two lane entry to the roundabout and additional carriageway width. The land to be secured for safeguarding will be subject of a S106 obligation.

Unaddressed matter - Travel Plan

A framework Travel Plan has been submitted. A condition for the Travel Plan is included (condition 6). This should include a Green Travel Voucher to the value of £300 per dwelling upon occupation as per paragraph 7.6 of the current Wiltshire Travel Plan guidance.

S106 Obligations

1. Provision of a £204,400 contribution towards LCWIP cycling and walking measures towards Trowbridge town centre and connectivity with HILP 21 byway.

2. Safeguarding of land for a larger roundabout for strategic development. Drawing P22-0991 SK/13 (Appendix D in TN) outlines land to be safeguarded associated with widening of the roundabout and amendment to development arm (indicatively shown in Appendix E of the TA, P22-0991 SK02 Rev A dated 21/06/2022).
3. Travel Plan - £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.

S278 Highway agreement

As part of the provision of the 4th / development arm of the roundabout, this will need to be delivered as part of a formal S278 Highway agreement. Revised signage, drainage and streetlighting for the roundabout will also be required. As part of this process the widening of the footway/ cycleway across the site frontage (A361) can be included to ensure an adoption process of the highway works.

Highway Planning Conditions

1. No development shall commence on site until full technical details of the new arm (4th arm) to the site junction roundabout with A361 as detailed on drawing Proposed Site Access Arrangements, P22-09910_Figure 5.1 Rev B 16.01.2026, has been submitted to and approved in writing by the Local Planning Authority. This shall include revised streetlighting design, signage and drainage details. The highway works shall be provided in accordance with the approved details prior to any part of the development being occupied or to any alternative timetable which shall have been approved in writing by Local Planning Authority, and it shall be maintained as such thereafter.

REASON: In the interests of highway safety and sustainable travel and in compliance with Core Strategy Policy 60, 61 and 62.

2. No development shall commence on site until full technical details of the footway / cycleway widening near HILP21 BOAT/ Rugby club as detailed on drawing Site Land to be used for shared footway/ cycleway widening, P22-09910_SK/14 dated 13.07.2026, have been submitted to and approved in writing by the Local Planning Authority. The footway/ cycleway widening shall be provided in accordance with the approved details prior to any part of the development being occupied or to any alternative timetable which shall have been approved in writing by Local Planning Authority, and it shall be maintained as such thereafter.

REASON: In the interests of highway safety and sustainable travel and in compliance with Core Strategy Policy 60, 61 and 62.

3. The roads, including footpaths and turning spaces, shall be constructed so as to ensure that, before it is occupied, each dwelling has been provided with a properly consolidated and surfaced footpath and carriageway to at least base course level between the dwelling and existing highway.

REASON: To ensure that the development is served by an adequate means of access. in compliance with Core Policy 61.

4. The reserved matters application shall include details of two sets of bus stop hard standings, raised kerbs provision for future phase as detailed in Concept Master Plan 01 – dated 17.12.25.

REASON: In the interests of sustainable travel and in compliance with Core Strategy Policy 60, 61 and 62.

5. The reserved matters application shall include details of a cycleway/footway shared use path access point to connect the development with HILP21 (BOAT) in the northeast of the site. In line with drawing Sketch Layout-01, P19 – dated 02.12.25

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. No development shall commence on site until a Full Travel Plan (based on the submitted framework travel plan January 2026) has been submitted to and approved in writing by the Local Planning Authority. 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. Within 6 months of first occupation of the development hereby approved the Full Travel Plan shall be brought into use.

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.

7. No development shall commence on site (including any works of demolition), until a Traffic Construction Management Statement (CMS), together with a site plan, has been submitted to and approved in writing by the Local Planning Authority. The CMS 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;
- measures for the protection of the natural environment;
- hours of construction, including deliveries;
- pre-condition photo survey;
- Vehicle Routing Plan
- Traffic Management Plan (including signage drawing(s));
- number (daily / weekly) and size of delivery vehicles to ensure appropriately size vehicles are being used for the highway network;
- number of staff vehicle movements;
- details of temporary / permanent Traffic Regulation Orders.

The approved CMS shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved CMS without the prior written permission of the Local Planning Authority.

REASON: To ensure that adequate provision is made for parking within the site in the interests of highway safety.

Kind regards,

PAUL GALPIN

Principal Development Control Engineer
Highways Development Management