

Appendix A



Technical Note, Transport Statements & Assessments

Scope

Level of Assessment Required

We recommend all applicants (or highway agents on their behalf) of major developments contact the TDM team to identify the most appropriate transport document to support their application. This contact should take the form of a pre-application enquiry, that includes a transport scope to identify the highway issues that need to be considered.

The transport document will be either a Transport Statement (TS) or Transport Assessment (TA). However, where the scale of the development is modest but includes potential areas that may require particular highway focus, the applicant may be advised to prepare a Technical Note (TN).

The following considerations will be taken in account when deciding the most appropriate type of transport document (TA, TS or TN) to support a proposed development:

- The scale of the proposed development and its potential for additional trip generation
- Existing intensity of transport use and the availability of public transport
- Proximity to nearby environmental designations or sensitive areas
- Impact on other priorities/strategies (such as promoting walking and cycling)
- The cumulative impacts of multiple developments within a particular area
- Site-specific issues, which may lend a TS more appropriate for a larger development or a TA for a smaller development
- Policy TR2 of the Local Plan.

The type of document will be determined initially on the scale of the development and its associated trip generation. The following Table is based upon the Department for Transport (DfT) 'Guidance on Transport Assessment' document, Appendix B, that sets out indicative thresholds based on size or scale of land use or other considerations. Whilst it is recognised this DfT document has been withdrawn as a current government document, many of its thresholds and criteria are considered relevant to SBC.

Table AI – Thresholds for TS or TA

Thresholds based on size or scale of land use

	Use Class	Description of development	Unit	TS / TA not required	TS	TA
1	A1 Food Shops	Retail sale of food goods to the public – food superstores, supermarkets and convenience food stores.	GFA	<250 m ²	250 - 800 m ²	>800 m ²
2	A1 Non-food Shops	Retail sale of non-food goods to the public; includes shops, sandwich bars, pet shops, and internet cafés.	GFA	<800 m ²	800 - 1500 m ²	>1500 m ²
3	A2 Financial and Professional Services	Financial services – banks, building societies and bureaux de change, professional services (other than health or medical services) – estate agents and employment agencies, other services – betting shops, principally where services are provided to visiting members of the public.	GFA	<1000 m ²	1000 - 2500 m ²	>2500 m ²
4	A3 Restaurants and Cafés	Restaurants and cafés – use for the sale of food for consumption on the premises, excludes internet cafés.	GFA	<300 m ²	300 - 2500 m ²	>2500 m ²
5	A4 Drinking Establishments	Use as a public house, wine-bar or other drinking establishment.	GFA	<300 m ²	300 - 600 m ²	>600 m ²
6	A5 Hot Food Takeaways	Use for the sale of hot food for consumption on or off the premises.	GFA	<250 m ²	250 - 500 m ²	>500 m ²
7	B1 Business	(a) Offices other than in use within Class A2 (financial and professional services) (b) research and development – laboratories, studios (c) light industry	GFA	<1500 m ²	1500 - 2500 m ²	>2500 m ²
8	B2 General Industrial	General industry (other than classified as in B1). The former 'special industrial' use classes, B3 – B7, are now all encompassed in the B2 use class.	GFA	<2500 m ²	2500 - 4000 m ²	>4000 m ²
9	B8 Storage and Distribution	Storage or distribution centres – wholesale warehouses, distribution centres and repositories.	GFA	<3000m ²	3000 - 5000 m ²	>5000 m ²

¹ Re Gov.UK Guidance on Travel Plans, Transport Assessments and Statements, published 6 March 2014.

² A Technical Note may be required where the scale of the development is modest but it has been identified potential areas may require special highway attention.

Thresholds based on size or scale of land use (continued)

	Use Class	Description of development	Unit	TS / TA not required	TS	TA
10	C1 Hotels	Hotels, boarding houses and guest houses, development falls within this class if 'no significant element of care is provided'.	Bedroom	<75 bedrooms	75-100 bedrooms	>100 bedrooms
11	C2 Residential Institutions - hospitals, nursing homes	Used for the provision of residential accommodation and care to people in need of care.	Beds	<30 beds	30-50 beds	>50 beds
12	C2 Residential Institutions – residential education	Boarding schools and training centres.	Student	<50 students	250-400 residents	>400 residents

³A Technical Note may be required where the scale of the development is modest but it has been identified potential areas may require special highway attention.

	Use Class	Description of development	Unit	TS / TA not required	TS	TA
13	C3 Dwelling houses	Dwellings for individuals, families or not more than six people living together as a single household. Not more than six people living together includes – students or young people sharing a dwelling and small group homes for disabled or handicapped people living together in the community.	Dwelling unit	<50 units	50-80 units	>80 units
14	DI Non- residential Institutions	Medical and health services – clinics and health centres, crèches, day nurseries, day centres and consulting rooms (not attached to the consultant's or doctor's house), museums, public libraries, art galleries, exhibition halls, non- residential education and training centres, places of worship, religious instruction and church halls.	GFA	<500 m ²	500-1000 m ²	>1000 m ²

Thresholds based on size or scale of land use (continued)

	Use Class	Description of development	Unit	TS / TA not required	TS	TA
15	D2 Assembly and Leisure	Cinemas, dance and concert halls, sports halls, swimming baths, skating rinks, gymnasiums, bingo halls and casinos. Other indoor and outdoor sports and leisure uses not involving motorised vehicles or firearms.	GFA	<500m ²	500-1500m ²	>1500 m ²
16	Others	For example: stadium, retail warehouse clubs, amusement arcades, launderettes, petrol filling stations, taxi businesses, car/vehicle hire businesses and the selling and displaying of motor vehicles, nightclubs, theatres, hostels, builders' yards, garden centres, POs, travel and ticket agencies, hairdressers, funeral directors, hire shops, dry cleaners.	TBO	Discuss with appropriate highway authority	Discuss with appropriate highway authority	Discuss with appropriate highway authority

⁴ A Technical Note may be required where the scale of the development is modest but it has been identified potential areas may require special highway attention.

Thresholds based on other considerations

	Other considerations	TS	TA
1	Any development that is not in conformity with the adopted development plan.		✓
2	Any development generating 30 or more two-way vehicle movements in any hour.		✓
3	Any development generating 100 or more two-way vehicle movements per day.		✓
4	Any development proposing 100 or more parking spaces.		✓
5	Any development that is likely to increase accidents or conflicts among motorised users and non- motorised users, particularly vulnerable road users such as children, disabled and elderly people.		✓
6	Any development generating significant freight or HGV movements per day, or significant abnormal loads per year.		✓
7	Any development proposed in a location where the local transport infrastructure is inadequate. – For example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions.		✓
8	Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA).		✓

A scoping document for either a Transport Statement (TS) or Transport Assessment (TA) should include the following:

- An overview of the development site containing as a minimum a plan illustrating the extents of the site, a description of the site, an outline of the existing use(s) of the site and any extant planning permissions
- The site access points and layout across all modes of trip generation
- Information concerning adjacent land uses, amenity and character, and the surrounding road network
- A description of current traffic flows and any sensitive links and junctions
- A review of the reported personal injury collision history for the most recent three year period, or five year period if the area has a poor accident record
- Existing public transport provision including services and their frequencies plus any proposed changes
- A description of parking facilities and a proposed parking strategy
- A description of the proposed development including a breakdown of land uses and any master planning completed. The basics of any assessment work to be undertaken and any assumptions made such as:
 - Trip rates based on local donor surveys, industry standard databases such as TRICS or where first principles are to be used a methodology for doing so for all modes
 - Trip assignment and distribution or a methodology for their establishment
 - Trip types or a methodology for their establishment
 - A proposed future assessment year
 - Assumed traffic growth and committed development
 - An assessment of the likely environmental impacts of transport related to the development
 - Measures to improve the sustainability and accessibility of the location, and measures to mitigate the residual cumulative impacts (e.g. improvements to the public transport network, walking and cycling facilities and the local road network)
 - Capacity modelling software to be used (if required)
 - A register of local and national planning policy documents with which the development will comply.

NB: TRICS data will only be accepted where the selection criteria is included in the outputs submitted to SBC and represent the characteristics of the site.

When considering capacity modelling any potential applicant should be aware that SBC have access to a number of existing macro and micro simulation models which are available for use. These include:

- A SATURN model covering the Borough wide highway network
- A S-PARAMICS model of M4 Junction 15, the A419 northwards to Blunsdon Junction and the A420 to the east so far as Acorn Bridge
- A VISSIM model of the “magic roundabout” at the junction of Shrivingham Road, Queens Drive, the B4289, Fleming Way and the A4289
- A S-Paramics model of the Great Western Way corridor.

Any prospective applicant should also note that SBC or Highways England may require the use of any of the above for assessment purposes, particularly for strategic developments likely to generate significant volumes of trips.

After reviewing any scoping document we will either agree with the methodologies proposed or present alternatives that we believe would provide a more representative assessment based on our knowledge of our local network. We would also provide advice in regard to any items we felt were missing from any suggested assessment.

Preparing a Transport Statement

Paragraph 32 of the National Planning Policy Framework states that all developments that generate significant amounts of transport movement should be supported by either a Transport Statement or Transport Assessment.

Transport Statements generally apply where a development is expected to have a relatively minor impact on the highway network. Typically a TS will be less detailed and require a smaller scope of assessment than a TA. In general we would expect any application for a development to be accompanied by a TS if it meets any of the thresholds identified in Table A1 above.

However developers should note that these thresholds are indicative and, depending on the circumstances of any particular development, SBC may require a more extensive assessment. Such cases could include those developments which impact upon a critical interchange, have particular safety connotations or impact upon the efficiency of the public transport network.

Existing Conditions

The existing conditions section is required to describe the existing conditions on site, including the existing lawful use of the site to establish the baseline data on which the assessment is founded.

We would also expect this section to consider the existing accessibility of the site relative to key infrastructure. This should include public transport, the cycle network and local amenities.

Proposed Development

This section is required to expand upon the pre-application scoping document particularly in areas where proposals have changed or unknowns have been resolved. In general it will comprise of the following:

- An overview of existing local and national planning policy applicable to the development
- Detail of site layout which will include access routes for all modes, manoeuvring and parking for all types of vehicles regularly accessing the site including service and delivery vehicles, along with a site plan. Spaces for disabled users and motorcycles should also be considered as well as stands and shelters for cycles. Ideally any site should seek to connect to the Swindon Cycle Network
- Detail on land use to include the breakdown and scale of use
- A trip generation (if not previously agreed) based on a local donor survey, an industry standard database such as TRICS or an agreed first principles approach
- Trip distribution and assignment (if not previously agreed) based upon industry standard methodologies such as Census or NTS data, or a gravity model unless otherwise agreed
- Any key features of the development which may impact upon the transport network.

Transport Impacts

This section will consider the impacts of the development on the transport network via all modes, this may require a formal capacity assessment if a development is located in a particularly congested part of the network, where small traffic increases could have a material impact.

A TS will also be accompanied by an assessment of the impacts of construction traffic and outline measures which will be taken to minimise consequences for the highway network.

Mitigation

Mitigation will be secured appropriate to the impact of the development, the applicant is required to assess any proposed mitigation against the legal tests of planning obligations or conditions set out in paragraphs 204 and 206 respectively of the NPPF.

Preparing a Transport Assessment

All developments larger than the thresholds identified in Table A1 or have circumstances which do not allow assessment by TS will be required to submit a full TA. Providing a more comprehensive impact analysis than a TS a TA brings together wide-ranging information on all transport modes and the proposed development and assesses the extent of which a development will impact upon the transport network. Even following extensive scoping the creation of a TA can be an iterative process. Therefore we remind prospective applicants that SBC is open to discussion on any aspects as a TA moves forward with the aim of promoting sustainable development within the borough.

Existing Conditions

The existing conditions section of a TA will expand upon that set out in the scoping document across an area agreed at that stage. It will contain:

- Existing use of the site, access points, all mode trip generation including walking cycling and public transport, peak hours, any material planning considerations
- A detailed description of the highway network which is to be assessed within the TA highlighting any constraints including parking opportunities and restrictions where appropriate
- Current traffic flows, queues, speeds and turning counts at key locations relative to the development. Vehicle speeds are required to be measured in accordance with DMRB 5.1.4 TA 22/81 "Vehicle Speed Measurement on All Purpose Road"
- The identification of highway peak hours for assessment purposes
- Capacity analyses of critical junctions which will likely be impacted upon by the development
- A comprehensive assessment of the opportunities to travel by public transport and the related infrastructure present in the vicinity of the site
- A comprehensive appraisal of the opportunities to travel by active modes such as walking and cycling between the site and local amenities and any features which may discourage this. This should have a particular focus on Swindon's extensive walking and cycling links
- Non-motorised user counts at critical locations
- An assessment of the sites accessibility compared to key infrastructure and amenities based on public transport and walking and cycling distances
- A review of the collision record for the most recent five year period and the identification of any safety issues along the highway network
- A summary of committed development in the vicinity of the site with reference to those in the Local Plan which may come forward at a later stage
- A summary of any committed transport improvements in the vicinity of the development.

Proposed Development

A TA will consider all transport related aspects of a proposed development in order to provide confidence in any subsequent impact assessment. In general we would expect a TA to contain:

- A detailed breakdown of type and scale, and a description of land uses within the development
- The hours of operation of development where appropriate. This includes the consideration of shift pattern working should a development require it
- Detail regarding the development's relationship with local and national planning policy and confirmation that compliance with both has been achieved
- A detailed site layout plan demonstrating that the development will meet the required design standards. Specifically we would expect plans to illustrate vehicle tracking, vehicular access, walking and cycling connectivity, public transport connectivity, vehicular parking, motorcycle and cycle parking
- Servicing arrangements for the development demonstrating that not only can it be served by SBC's regular refuse collection vehicles but any other delivery or pick up requirements
- Detail relating to development phasing, particularly years of opening and full occupancy along with any key intermediary years if appropriate
- Trip generation for a development which, will be completed for multiple modes of travel. It will include the methodology used to establish it (typically local donor surveys, TRICS database or first principles) and the raw trip rates for peak hours (development peaks and highway network peaks) and over a full day
- A discussion relating to the likely trip types and potential internalisation at a development. Where appropriate this should comprise consideration of linked, pass by, diverted and transferred trips
- Detail on the methodology used to determine the trip distribution for a development which will include a network or turning diagram illustrating where traffic will be assigned to the network. As stated above, SBC have a borough wide SATURN model which can be used for these purposes if appropriate
- An estimate of the volume of construction trips including any abnormal load deliveries which would be expected during construction.

Developers will be aware that Swindon has an existing network of excellent cycle paths with which any development should seek to connect to. These paths play a significant role in the reduction of vehicle trips on the highway network and should be exploited at every opportunity.

Transport Impacts

A TA is required to measure and quantify the transport impacts for all travel modes. Any assessment should include the consideration of a development's impact upon:

- Public transport, exceptionally critical for larger developments which could introduce substantial increases in this mode potentially exceeding existing service capacity
- Active modes, particularly where a development will connect to a popular existing path
- Highway safety, particularly at locations where clusters or common causes have been highlighted in earlier sections
- Highway capacity, that should be assessed (modelled) at key locations agreed with ourselves during network and development peak hours, for base and future years
- Construction impacts, that should be mitigated as appropriate during highway peak hours.

Public Transport

Impacts upon public transport modes, specifically bus and rail, will be measured through the existing spare capacity within vehicles and at facilities at stops local to the development. Surveys of existing services completed to inform earlier sections will be compared to the likely increase in use due to a development. Should a service vehicle be shown to exceed its existing capacity discussions with local bus operators will be required to determine the necessary mitigation.

Should no new bus stop facilities be proposed by the development the existing infrastructure will be assessed to ensure it meets the future needs of the development. Where deficiencies in the infrastructure have been identified such as a sheltered, seated waiting area or real-time information, then mitigation should be provided.

Walking and Cycling

Swindon has an extensive network of high quality walking and cycle routes which we are very keen to sustain and enhance. If a development is shown to negatively impact upon any of these routes we would expect suitable mitigation. A development could detrimentally impact the walking and cycling network if, for example it:

- Increases the use of constrained portions of the network, particularly close to or within the town centre
- Reduces critical parameters below those recommended for high quality paths, such as path widths or forward visibility
- Creates pinch points on the network which would not otherwise exist.
- Maps for all the walking and cycling routes across Swindon can be found on the Swindon Travel Choices website.

Highway Safety

Should previous sections indicate a risk to highway safety along a particular link or junction the TA should assess the potential impact of development traffic on this risk. If this assessment demonstrates an increased risk, as a result of an increase in flows due to development traffic for example, then mitigation to reduce this risk must be proposed.

Where mitigation is required a developer should contact SBC to determine the appropriate method and/or our preferred measures. In the case where SBC have identified the same risk we would seek to work with the applicant to ensure a scheme which includes the needs of the development are developed and apportion the cost between the two parties.

Highway Capacity

Assessment years which should be agreed at the pre-application stage will vary for each individual development. We welcome suggestions from applicants at this early stage although would expect an assessment which broadly accords with those required by Highways England.

The impact of a development on highway capacity is likely to be required to be assessed using industry standard traffic and junction modelling techniques and software. When assessing individual junctions SBC accept Junctions 9 or later, or LINSIG Version 3.2 or later. Along with accordance with the relevant user guides, we expect any modelling using this software to follow these principles:

Junctions 9 or later

- Either One Hour or Direct traffic profile should be used, with SBC having a preference towards One Hour
- The full model output file with all demand sets must be submitted
- A drawing of an assessed junction must be submitted at a scale of at least 1:500 with all the input dimensions annotated
- Accompanying explanatory notes should any changes be made to normal software/model operation
- Robust model calibration using queue surveys for sensitivity adjustments
- Traffic surveys should also be used to validate the model, ensuring error propagation is eliminated, using adequate iteration where appropriate
- Although the relevance of 0.85 RFC as an impact measuring threshold should not be under-estimated, it should not be the sole measure used to determine the efficiency of junction operation. Regard should also be given to queue length and delay as per advice from the Transport Research Laboratory.

LINSIG Version 3.2 or later

- Operational data for existing signalised junctions should be obtained from SBC to inform the model and justification for any optimisation thereafter
- The full model output file with all demand sets must be submitted
- A drawing of an assessed junction must be submitted at a scale of at least 1:500 with all the input dimensions annotated
- Accompanying explanatory note should any changes be made to the normal software/model operation
- Although the importance of 90% Degree of Saturation (DoS) as an impact measuring threshold should be appreciated, it should not be the sole measure used to determine the efficiency of junction operation. Regard will also be given to the mean maximum queue, delay and practical reserve capacity (PRC)
- Acknowledgement where with-development scenarios have been optimised beyond the constraints of an existing operation that could result in a new or reprogrammed signal controller
- Note that where MOVA is applied that it will reduce delay by approximately 15% but not increase PRC or reduce DoS by the same proportion, in accordance with advice provided in Transport Advisory Leaflet (TAL) I-09.

For larger networks or where junctions are shown to interact with one another and the need for microsimulation is required we accept either VISSIM or S-PARAMICS. We recognise that such undertakings can be costly so recommend that should the need for microsimulation be identified a developer engages with us before building the model. This will ensure that the most appropriate software is used and that surveys and modelled area meet our expectations.

Construction Impacts

Impacts of construction traffic during phases of works should also be considered by any TA. This should be based on the predicted volume of construction traffic and/or abnormal loads and any other knowns set out in earlier sections.

Potential impacts on the movement of non-vehicle modes should be identified, particularly the vulnerable. This should include the identification of any footway closures or crossovers etc., which may be necessary to allow construction to take place.

Where abnormal loads are involved the likely route taken by the transport vehicles should be included along with the identification of any network constraints, for example narrow carriageways or insufficient turning space, low or narrow bridges, or weight limits. This does not absolve any developer or contractor of their responsibility to comply with The Road Vehicles (Construction and Use) Regulations 1986 or C&U. <https://www.gov.uk/esdal-and-abnormal-loads/abnormal-loads>.

Any development classed as 'Major' (in accordance with The Town and Country Planning Order 2015) should include a wheel bath positioned at an appropriate point on the exit route of a construction site. Note, 'waterless' systems are not suitable due to the heavy clay content of soil within the Swindon borough.

Mitigation

Where the residual cumulative highway and transport impacts identified in previous sections of a TA are deemed "severe" in terms of NPPF, SBC will require mitigation against this impact. As the potential for mitigation will vary by development due to the need to keep any associated costs commensurate with the level of development it is not possible to offer specific advice. However the following sections set out our expectations and, where appropriate, the standards which should be adhered to.

All mitigation measures are required to be agreed in writing with SBC and where appropriate Highways England, prior to the granting of any planning consent. Conditions will be attached to any consent to ensure that mitigation works are appropriately timed and/or phased to minimise the impact of both the development and construction works on the efficient operation of the network.

Public Transport

Any new or improved bus stops should meet the requirements set out in this document.

Should earlier sections of the TA demonstrate that the development cannot be adequately served by an existing service, discussions with operators should centre on the extension of an existing service or the creation of a bespoke route to benefit the development.

In instances where potential issues have already been identified by SBC we will likely have developed or be in the process of developing our own potential enhancements to public transport. In these cases we would seek a contribution towards the cost of these works. Current schemes set out in the Local Plan 2026 for which we may seek contributions are below. However this list will be amended as progress is made towards their delivery or our development proprieties change:

- A new Town Centre bus interchange
- An express bus link between Tadpole Farm and Swindon Town Centre
- A new rail crossing to address severance between the Town Centre and North Star
- Express bus service between Wichelstowe and Swindon Town Centre
- A Park and Ride site within Wichelstowe
- Public transport links between Commonhead and Swindon Town Centre
- An express bus service through the New Eastern Villages (NEV) district centre which connects to Swindon Town Centre
- Internal public transport at NEV
- A new 1000 space Park and Ride site within NEV.

A development should also propose bus priority measures to improve journey times and increase the attractiveness of this mode where required.

Walking and Cycling

Any improvements to the walking and cycling network, including new sections of path or footway or connections, should meet the standards set out in DMRB 6.3.1 TA 90/05 “The Geometric Design of Pedestrian, Cycle and Equestrian Routes”. Regard should also be given to TALs on this subject of which there are many. They can be found on the DfT website [here](#) and [here](#).

In instances where potential issues have already been identified by SBC we will likely have developed or in the process of developing our own walking and cycling improvement proposals. In these cases we would seek a contribution towards the cost of these works. Current schemes set out in the Local Plan 2026 for which we may seek contributions are below. However this list will be amended as progress is made towards their delivery or our development proprieties change:

- Additional walking and cycling links to North Swindon
- A link to National Cycle Route 45 at the Cricklade Country Way
- Walking and cycling connections from Kingsdown to Swindon and Broad Blunsdon
- Walking and cycling connections from Wichelstowe to Swindon’s existing communities and wider countryside
- Walking and cycling links between Commonhead and Coate Water Country Park and Great Western Hospital
- A new walking and cycling network around the NEV which is to connect to the existing network.

Maps for all the walking and cycling routes across Swindon can be found on the Swindon Travel Choices website.

Highway Safety

Any mitigation schemes developed to address highway safety issues are required to be targeted as a specific safety risk identified during the assessment process. SBC have favoured methodologies for resolving highway safety risks which constantly evolve in line with best practice and as new technologies come to market. Therefore before embarking on a design option we suggest contacting SBC to discuss our preferred solution(s).

Any highway safety mitigation scheme is required to be audited as prescribed in HD 19/15 “Road Safety Audit” and HD 42/05 “Non Motorised User Audits”. This will ensure that neither other aspects of highway safety nor the movement of NMUs are prejudiced by a scheme.

We also suggest that an applicant consults the various TALs which provide further advice regarding potential highway safety measures which can be found on the DfT website [here](#) and [here](#).

Highway Capacity

Where highway capacity mitigation schemes are required on our main orbital, radial, or distributor roads designs should accord with the relevant sections of DMRB. Critical sections which must be considered are:

- DMRB 6.1.1 TD 9/93 “Highway Link Design”
- DMRB 6.2.2 TD 54/07 “Design of Mini Roundabouts”
- DMRB 6.2.3 TD 16/07 “Geometric Design of Roundabouts”
- DMRB 6.2.3 TD 50/04 “The Geometric Layout of Signal-Controlled Junctions and Signalised Roundabouts”
- DMRB 6.2.6 TD 42/95 “Geometric Design of Major/Minor Priority Junctions”
- DMRB 6.2.7 TD 41/95 “Vehicular Access to All Purpose Trunk Roads”
- DMRB 6.2.8 TA 86/03 “Layout of Large Signal Controlled Junctions”

Or any subsequent amended or replacement documents.

Developers should note that the above list is not exhaustive but is meant as a guide to the starting points for design. DMRB is an extensive document within which design sections should be considered as a whole and cross-referenced where required to achieve a compliant scheme.

Outside of this main network we are open to more moderate standards with elements of Manual for Street and Manual for Streets 2 used where appropriate on a site by site basis. In these instances early engagement with SBC to determine the design standards applicable to a particular site is crucial.

Again we suggest due regard is also given to the various TALs which providing additional detail and are available on the DfT website [here](#) and [here](#)

Any highway capacity mitigation scheme will be required to be audited via the means set out in HD 19/15 “Road Safety Audit” and HD 42/05 “Non Motorised User Audits” or any replacement documents. This will ensure that neither highway safety nor the movement of NMUs are prejudiced by a scheme.

In instances where potential issues have already been identified by SBC we will likely have developed or in the process of developing our own mitigation proposals or junction upgrades. In these cases we would seek a contribution towards the cost of these works. Current schemes set out in the Local Plan for which we may seek contributions are below. However this list will be amended as progress is made towards their delivery or our development proprieties change:

- New Green Bridge over the A419 Trunk Road near Covingham Drive
- Reconfiguration of White Hart roundabout to a part signalized roundabout
- Measures to discourage through traffic from Thamesdown Drive to Blunsdon via Tadpole Lane
- A new all vehicular bridge across the A419
- Measures to minimise rat running through Broad Blunsdon Village
- Whalebridge roundabout enhancement
- South and East approaches along Groundwell Road and Victoria Road towards Regent Circus enhancement
- Whitehouse Roundabout improvement
- Westcott Place capacity increase
- A link between Wichelstowe and Junction 16 of the M4
- A link from Croft Road to Hay Lane
- Improvements to the Oxford Road/Drakes Way and Covingham Road/Dorcan Way corridors
- A new highway link between NEV and Commonhead Roundabout
- New and improved access between NEV developments and the A420
- Measures to minimise rat running through villages adjacent to NEV and east Swindon
- A new road link between Thornhill Road and Old Vicarage Lane designed so that it does not become a bypass
- Traffic management measures to minimise the volume of traffic passing through South Marston and Pound Corner junction.

Construction Impacts

We will also require that any development produces a Construction Management Plan (CMP) which is approved in writing by ourselves prior to any construction works taking place. While a complete plan is not required at the planning application stage we suggest that a TA outlines the likely contents of a site's CMP and includes a commitment to produce one. You should also note that, to ensure a CMP is produced, any consent granted will include a condition that a CMP, based on the contents of the TA, is agreed prior to works commencing on site.

Additionally, as noted above, any development classed as 'Major' (in accordance with The Town and Country Planning Order 2015) should include a wheel bath positioned at an appropriate point on the exit route of a construction site. Note, 'waterless' systems are not suitable due to the heavy clay content of soil within the Swindon borough.