

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/00347

Site Address: Land at Stones Farm, West Mill Lane, Cricklade

Proposal: Approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) Following Outline Planning Permission PL/2022/02452 for 140 Dwellings, a Habitat Support Area and Associated Landscaping and Works

Date of Consultation Response: 20/02/2026

I refer to the above planning application for the approval of reserved matters, following the outline permission granted under application PL/2022/02452. The initial application was refused by Wiltshire Council and subsequently approved at appeal.

Highway Position

The access to the proposed development was not approved in detail at outline stage as all matters were reserved at the time of the granting of permission. There is no principal objection to the development in highway terms.

Having regard for the above I would raise the following questions regarding the submitted plans.

Design and Layout

The access is an extension of Jenners Yard which is subject to an agreement as an adoptable road which will form a priority access junction for the development. The development can be completed to conform with the requirements to operate as a 20-mph zone with signs placed at the junction of Jenners Yard and West Mill Lane. This will be formalised via a TRO which will be funded by the developer.

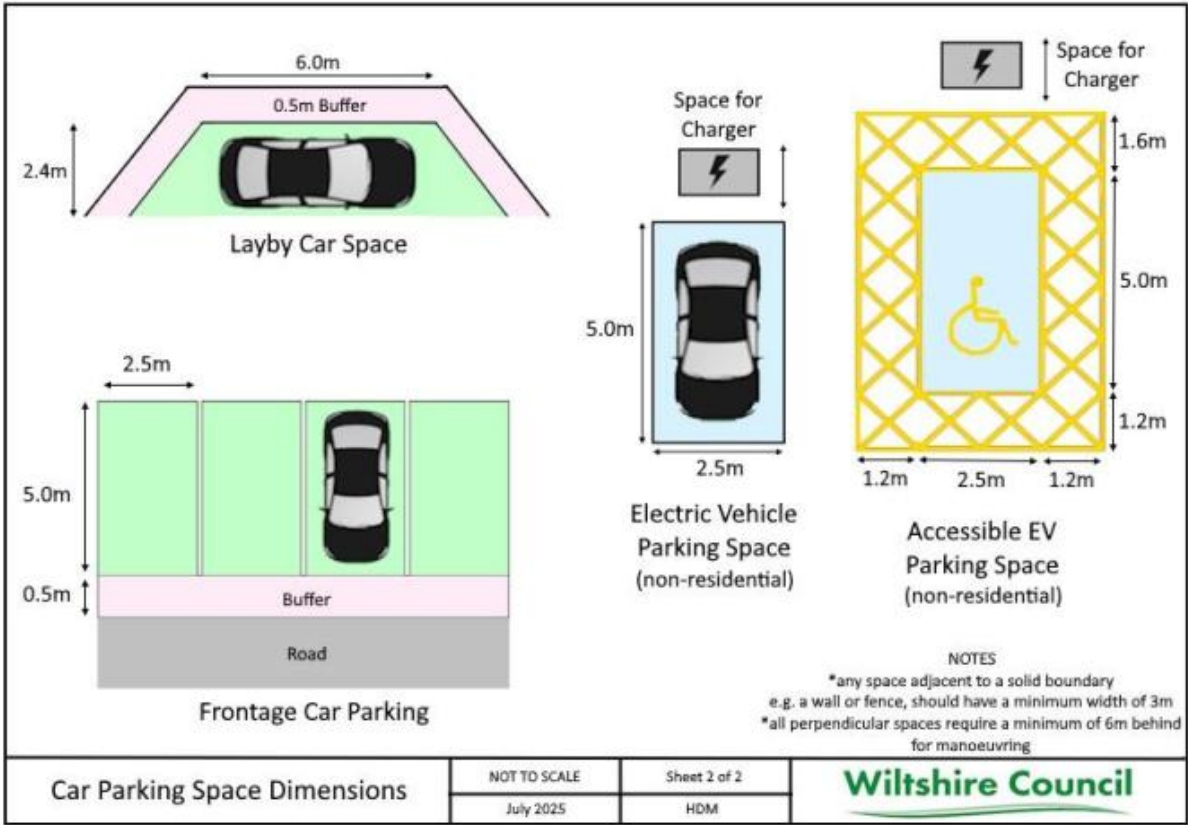
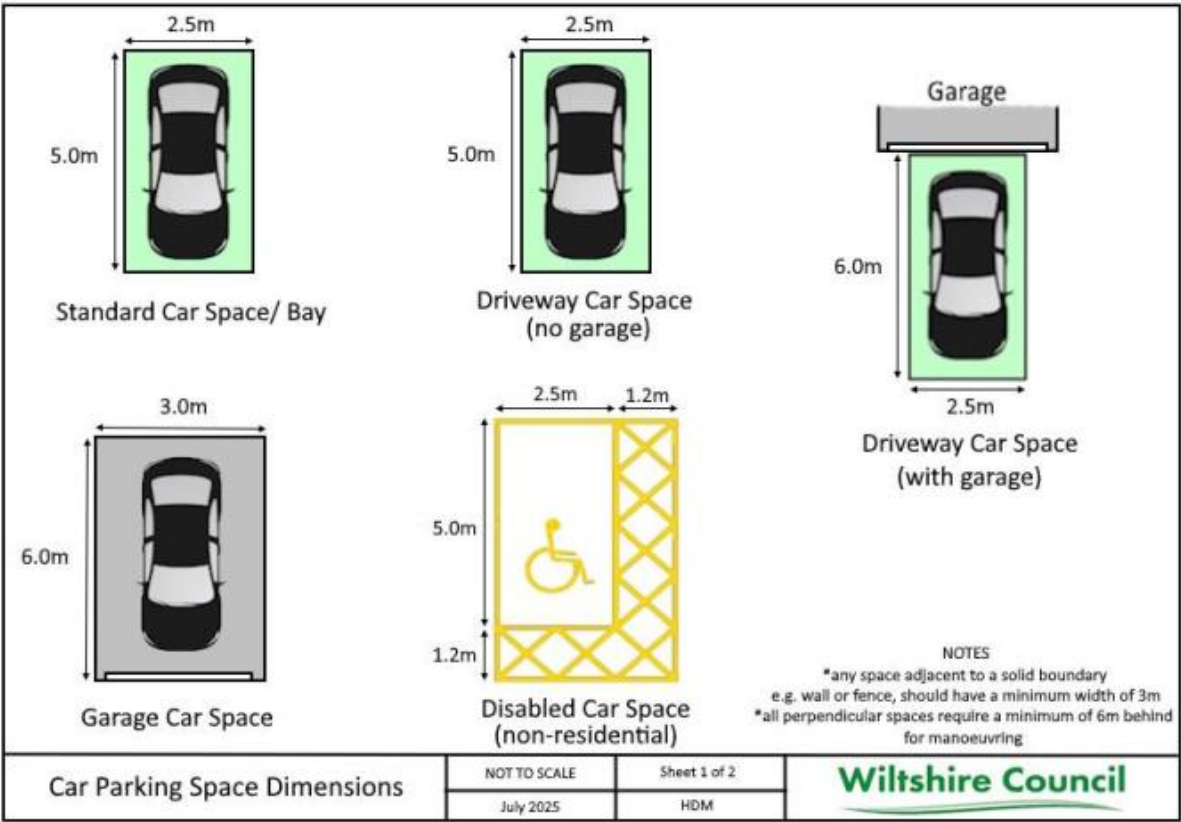
All visibility splays should conform with standard for a design speed of 20-mph and should provide splays measuring 2.4m by 25 m to the nearside carriageway edge. This should be achieved by all side roads and private drives. Regarding specific details in the plans:

- the visibility splay from the junction of the private road falls across the allocated parking for Plot 138.
- Visibility splay to the right of private road across parking for Plot 120.
- Tree to right of shared drive of Plots 106 & 107 within visibility splay.
- Visibility to be shown as achievable from private shared drive 106/107.
- Visibility splay from side road between Plots 41-51 across the frontage of Plot 51 and should be demonstrated that it can achieve 2.4 m by 25 m clear of obstruction.
- Splays from Plots 14 & 15 across frontages and to be demonstrated or secured.
- Splays to 2.4m by 25m at side road and Plot 92
- Splays across frontages of Plots 57 & 58
- Visibility splays across Plots 54, 55 and 56 and from the junction across Plot 56 required to demonstrate 2.4 m by 25 m.
- Visibility from private drive at Plot 70

Parking provided across the development meets the requirements for minimum parking standards and the quantum of visitor spaces provided is adequate. The emerging parking standards in the latest Local Transport Plan 4 (LTP4 emerging) states that there is an expectation that new residential building with associated parking must have access to

electric vehicle charge points in accordance with guidance from “Infrastructure for the charging of electric vehicles – The Building Regulations 2010 Part S (HM Government 2021 edition).

Parking spaces are to provide for the following dimensions.



Therefore, across parking for Plots 81-84 a buffer of .5m between the parking space and the carriageway should be provided.

There must be one EV charging point per dwelling to meet future needs.

The corner at Plots 31/32 should be designed to tighten the radius to the northeast corner in line with design principles for 20 mph zone for the development. As the swept path diagram here shows suitable tracking to the kerb line an overrun area can be included to produce the desired narrowing of the radius. This will discourage increased vehicle speeds around the corner.

Waste/Service Vehicle Swept Path

There are large carry distances for Plots 8,9,10,11,12,87,88,89,90. Either further swept paths for waste vehicles need to be demonstrated or collection points added for bin collections.

While swept path analysis provided through the development is adequate the question of access through Jenners Yard must be answered prior to any construction vehicle access. To this end a swept path around the corner of Jenners Yard at the corner of 12-18. This can be included in the CMS that is conditional upon implementation of the outline permission granted through PL/2022/02452.

Connectivity

There is provision for pedestrian/cycle connectivity through the site to West Mill Lane to the east and to the Sustrans route 45 to the west. Where adopted paths link to West Mill Lane and continue westbound into the development these should be a minimum 3m SUP and tarmac for the benefit of through connectivity for pedestrian and wheeling use. The connection from the development road to Sustrans route 45 should also provide for a 3m wide SUP. All permissive paths to the north of the development and not indicated for adoption can be of softer material and will be maintained by the appointed management company.

Drainage

Drainage plans indicate that adoptable drainage gullies and connections are to be included in the scheme, however they are not shown on the drainage drawings.

If the CMS and Travel Plan are to be provided with the REM submission, then I would welcome their inclusion in the suite of revisions. If not, then I will expect to see them in subsequent discharge of condition applications.

I understand that a number of these suggested revisions can be dealt with in the form of pre-commencement conditions, however I would welcome revised plans indicating the additional information required to provide a full and robust response to the application for 140 dwellings.

Ian Fry

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