

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/00442

Site Address: Land at Newlands Farm, Rodbourne Road, Corston, Malmesbury, SN16 0HB

Proposal: Technical Details Consent for the erection of 2no. dwellings with associated access, parking, turning, landscaping and private amenity space – and removal of existing barns (following the approval of PL/2025/06697).

Date of Consultation Response: 23/02/2026

I refer to the above consultation for planning advice dated 28/01/2026 seeking Technical Details Consent for the erection of 2no. dwellings with associated access, parking, turning, landscaping and private amenity space – and removal of existing barns (following the approval of PL/2025/06697).

The site is located with existing access onto Rodbourne Road, a C classified section of public highway subject to a speed limit of 30mph. The access points are onto a private track which is proposed to be utilised and widened for the site access.

The widening extends to the public highway, as such there would be a requirement to obtain a licence will be required Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

It was previously requested that the 2.4m x 43m required visibility splay be demonstrated at Technical Detail stage, this has not been submitted.

In regard to the internal road, this is a narrow track with a 90-degree bend and no passing places, therefore any internal access road should incorporate localised widening in appropriate locations to prevent conflict with residential vehicle traffic and farm traffic. The track would be widened in order for access for emergency service vehicles, such as fire tenders, to be accommodated at 3.7m. This does not address the conflict which may be experienced between farm access and domestic access and could result in vehicles being required to reverse into the public highway.

The proposals include vehicle parking which is in accordance with the minimum standards and includes garage space which would be suitable for cycle storage and is also proposed to have EV charging.

I would not consider that the principle of residential development in this location would be a significant or severe impact on the surrounding highway network, however, given the location and lack of pedestrian infrastructure it would be likely that the site would rely heavily on the private motor vehicle as the main mode of transport.

It is therefore considered that the proposal would not increase activity at the site in any materially significant way, however the visibility at the access and passing within the site has not been addressed appropriately as such it is required that widening of the access road to allow two domestic vehicles to pass without the need to reverse into the public highway is demonstrated as well as the aforementioned visibility splay. If passing can be accommodated and visibility appropriately demonstrated, then I will be in a position to make recommendations with regard to highways.

If you have any queries regarding the above advice, please contact:

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