

Traffic Management Plan

Shrewton House, Elston Lane, Shrewton, Wiltshire

Use of Land as Wedding Reception for up to 20 Events per Annum

March 2026

Planning Reference: PL/2025/04257

1. Purpose of the Traffic Management Plan

1.1 This Traffic Management Plan (TMP) has been prepared to support the use of Shrewton House for a limited number of weddings (up to 20 per calendar year) (LPA Ref: PL/2025/04257). The purpose of the plan is to ensure that vehicle movements associated with events are managed safely and responsibly, minimising disruption to local residents, road users, users of the PROW and the wider village.

1.2 The plan addresses events where guest numbers are typically between 20 and 120, with occasional larger events of up to 150 guests. Vehicle numbers are expected to be in the order of 30–50 cars per event, with on-site capacity available for up to 75 vehicles.

2. Site Context

2.1 Shrewton House is a detached country house accessed from Byway 29, which is off Elston Lane. It is a rural route used by residents, agricultural traffic, pedestrians, cyclists, dog walkers and horse riders. Elston Lane is not a busy road, and Byway 29 is even more rarely frequented by vehicles.

2.2 All parking will take place within the site boundary, either at the house and its garage (for those staying at Shrewton House), or in the designated Bottom Field (for wedding guests not staying at Shrewton House). Bottom Field has an existing field gate access which will be used. No guest parking will be permitted on Elston Lane or within the village.



Figure 1 - Bottom Field - existing access and parking area for guests



Figure 2 - Indicative Parking Layout

2.3 If there has been heavy rain for several days, or there is any concern about the Bottom Field, an arrangement is in place in these exceptional circumstances for wedding guests to be dropped at Shrewton House, and cars driven to the Shrewton Village Hall to be parked there, Drivers would then walk up to Shrewton House using the pedestrian route advised by signage and the marshals.



Figure 3 - Pedestrian route from Shrewton Village Hall to Shrewton House

3. Event Scale and Frequency

- Maximum number of weddings per year: 20
- Typical attendance: 20–120 guests (occasional events up to 150 guests)
- Expected vehicle numbers: approximately 30–50 cars per event
- Maximum on-site parking capacity: up to 75 cars

4. Access and Arrival Management

4.1 The site benefits from two separate driveway access points from Byway 29. For event days, one driveway will be clearly designated for vehicle entry and the other for vehicle exit. This arrangement will be clearly signed and stewarded to ensure safe and efficient vehicle movements and to minimise conflict on Byway 29 or Elston Lane.

4.2 Approximately 20-24 people typically stay at Shrewton House for the wedding. They can check in anytime on the day before the wedding, which organically staggers their arrival times.

4.3 For weddings requiring fewer than 30 cars to be parked, the organic staggering of arrival times should be adequate.

4.4 Where more than 30 cars are expected for guests on the same day, Traffic Marshalls will be present at peak arrival and departure times, as due to the nature of the events, movements are expected to be tidal. Guests will be advised to drive slowly and with care along Elston Lane and the Byway, particularly being made aware that the Byway is used by pedestrians, cyclists and horse riders.

5. Parking Arrangements

5.1 All guest parking (those not staying at Shrewton House) will be accommodated within the Bottom Field, within the curtilage of Shrewton House. The field provides capacity for up to 75 vehicles and will be laid out to ensure safe circulation, clear pedestrian routes, and emergency access at all times (Indicative layout at Figure 2 above).

5.2 No on-street parking will be permitted. Temporary signage will reinforce parking arrangements at the site entrance.

6. Traffic Marshalls and Stewarding

6.1 At least two Traffic Marshalls will be present during peak arrival and departure periods (. Marshalls will wear high-visibility clothing. One will be stationed at the junction of Elston Lane and Byway 29, and the other at the site entrance to ensure safe movement of vehicles along the entire section of Byway 29 that will be in use.

7. Servicing, Suppliers, and Taxis

7.1 Supplier and contractor vehicles will be scheduled outside peak guest arrival and departure times wherever possible. Taxi and private hire vehicle pick-ups will be coordinated to avoid queuing on the Byway. There will be no queuing on Elston Lane.

8. Departure Management

8.1 Departures will be staggered rather than simultaneous. Marshalls will be present during peak departure periods to manage safe exit onto Byway 29.

9. Emergency Access

9.1 Clear access routes for emergency vehicles will be maintained at all times. Marshalls will be briefed on emergency procedures and will ensure access is unobstructed.

10. Monitoring and Review

10.1 The Traffic Management Plan will be reviewed periodically and updated as required based on operational experience or feedback from Wiltshire Council or local residents.