

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/02257

Site Address: land to the north of Whychurch Farm

Proposal: Outline planning application (with all matters reserved except access) for residential development, including the construction of up to 149 dwellings, new vehicular access with footways and cycleways, public open space, landscape and associated infrastructure.

Date of Consultation Response: 23/03/2026

The above numbered application seeks approval for means of site access for land associated with housing development.

The proposal is an outline application with all matters reserved for means of access only.

The access to the proposal site will connect to the public highway at Tetbury Road B4014 via a planned access to a Bloor Homes site that has been completed to adoptable standard.

Access Arrangement

I note that improvements along the B4014 with the provision of a 3 m wide shared use path to connect existing housing with the Filands roundabout. There is a right turn lane as part of the proposal which appears to have been designed to capacity should this development be approved, in addition to previously permitted schemes.

The development to the west has built a 3 m width shared use path connecting from Filands Road, B4014 to the proposed access for the above numbered development. The revised masterplan includes a through connection provision of a SUP which has been indicated within the access plan.

While the access location has been previously permitted in an earlier outline application and currently subject to a reserved matters application, the level details require further detail to be indicated. The access road from the B4014 has been built out and the proposed access road for this application above will need to be brought up to the level of the built road whilst not compromising the built retaining structure.

It would be expected that these details would be brought forward at Reserved Matters stage with full details on the structure of the access to meet the challenges of the level differences and structural support for Fraser Way.

Pedestrian/Cycle and Bus Connectivity

Due to the location of the site, there will be limited potential for connectivity to primary or secondary school and these journeys will by necessity involve private car journeys at drop off and pick up times. There is potential for cycle routes to be used for older children, but an additional contribution may be sought to aid the provision of school busing to the proposal site. As the masterplan shows no through connection to A429 there is no expectation of a through bus service to be funded by this proposal (should permission be granted). However, there a bus gate has been provided for the neighbouring site being built out that will connect through Fraser Way. As this is an expected provision there will be requirements for the applicant/developer to provide a package of sustainable transport measures to future proof the development. Although this will not involve contributions toward a bus service, it will be appropriate and proportional to seek a planning contribution to bring forward infrastructure to support sustainable transport measures. Within the frontage of the red line boundary to the

development, it will be required to provide a pair of bus stops with kassel kerbs and flags at the termination of the SUP at the A429 and a pair of bus stops to the frontage of the site at the B4014, Filands. These can be delivered by the developer as frontage development for the site and a pair of bus stops on Fraser Way will be funded by a S106 contribution estimated to be £9,000.

The PROW MALM8 is subject to an order of diversion and will border the western fringe of the proposal site. Connection via footway or footpath is expected to the north of the proposal site and should be achieved at the south of the proposal site toward Lacemakers Road. A POS path connecting from the planned designed path west across the POS to the boundary of the application site at Lacemakers Road will allow for this connection to be achieved. A path to the west of the POS to the south of the site can also form a connection to Ron Goulding Close. Improvements to the north south public open space track off-site could be funded with a contribution provided through this application. Informal contact regarding connection has been made and there is an agreement that this site has the provision of providing the connection to the SUP MALM8 at two points to the west of the site. This will allow a connection across the drainage ditch bordering the site to the west.

To the west, (the site previously permitted at outline stage) a connection should be secured to link with the proposed west/east connection (3m shared use lighted path) and MALM8.

Connection at the south of the site via 2m path to link to the current 2m path at Ron Goulding Close.

These points have been agreed with the applicant and is reflected in the Transport Statement by Drawing Number IMP.02 Rev E

As part of the connections the developer must note on drawings that a hole will be provided in the boundary treatment, even if future path connection is not yet established to ensure that the Council is not left with the responsibility to make the connection. This should be established to the east by improvement of a 3 m width lighted SUP following the legal path of MALM7 to A429 and to MALM6 to the south.

General comments

All roads must be designed to MfS standards, including widths and visibility requirements. Internal roads will be subject to a 20mph zone with the main link development road subject to a 20 mph limit. Parking must meet adopted standards both vehicle and cycle and bin collection and storage must be accommodated. Trees will be accepted but in the first instance should be planted to avoid services and adopted visibility splays.

Conditions

No part of the development shall be first occupied until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 300mm above the nearside carriageway level. The visibility splays shall be always maintained free of obstruction thereafter.

REASON: In the interests of highway safety.

Prior to commencement of development, including any works of site clearance and preparation, a Construction Method Statement (CMS) shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved CMS, which shall include the following:

- a) the on-site parking of vehicles of site operatives and visitors;
- b) loading and unloading of plant and materials;
- c) storage of plant and materials used in constructing the development;
- d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- e) wheel washing facilities;
- f) measures to control the emission of dust and dirt during construction and prohibition on burning of materials;
- g) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- i) hours of construction to be restricted so that no construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 0800 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays;
- j) drainage arrangements during the construction works;
- k) on-site vehicle routing for construction vehicles including site access.

Prior to commencement of development, a detailed assessment for the culverting of existing ordinary watercourses shall be submitted to and approved in writing by the Local Planning Authority. The assessment must demonstrate through hydraulic modelling that the culverting will not increase risk of flooding to the site/adjacent land and upstream catchments, and that the technical benefits of watercourse culverting outweigh any potential loss of amenity/biodiversity in the watercourse. The approved scheme shall be implemented in accordance with the approved details prior to the occupation of the first dwelling on the site. The scheme must be permanently retained thereafter.

No development shall commence on site until details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for provision of such works, have been submitted to and approved by the Local Planning Authority. The development shall not be first occupied until the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture have all been constructed and laid out in accordance with the approved details, unless an alternative timetable is agreed in the approved details.

REASON: To ensure that the roads are laid out and constructed in a satisfactory manner.

No building or use hereby permitted shall be occupied or use commenced until a Travel Plan comprising immediate, continuing, and long-term measures to promote and encourage alternatives to single-occupancy car use, along with the contact details of the current Travel Plan Coordinator and a copy of the Travel Information Pack, has been prepared, submitted to, and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored, and reviewed in accordance with the agreed Travel Plan Targets to the satisfaction of the council. As part of the Travel Information Pack sustainable travel vouchers must be included for new occupants. The Travel Plan shall be written in accordance with the sustainable development aims and objectives of the National Planning Policy Framework and the Council's Travel Plan Guide for New Developments guidance.

Reason: In order to deliver sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking & cycling.

Plans and particulars to be submitted for the reserved matters in relation to the outline permission for development shall include a scheme for delivering two pairs of bus stops to be located on the B4014 and on the A429 north of the Whychurch Roundabout, respectively and plans should include connecting hard surface path to either bus stop location. All works are to be completed prior to first occupation.

INFORMATIVES

The developer/applicant will be expected to enter into a S278/S38 Agreement with the Highway Authority before commencement of the access and footway works hereby approved. Please contact the Highway Development Management Team at highwaysdevelopment@wiltshire.gov.uk

The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of road side ditches) will require full Land Drainage Consent. Please contact the Drainage Team at Drainage@wiltshire.gov.uk

The costs associated with the preparation and implementation of any Traffic Order will be borne by the applicant.

The applicant should also be advised that the highway works will be subject to a Section 278 Agreement with the Highway Authority.

Regards

Ian Fry

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