

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/04314

Site Address: Land at South Pavenhill Farm, Pavenhill, Purton

Proposal: Reserved Matters application pursuant to condition 2 of outline planning permission PL/2022/00395 (approved at appeal) for the erection of 60 dwellings and associated works, including connections to Pavenhill and Ringsbury Close, the provision of publicly accessible open space, play areas, site layout and appearance, landscaping, and drainage attenuation feature.

Date of Consultation Response: 13/08/2026

Reserved Matters application has been received following the approval on appeal of outline application PL/2022/00395 for the erection of up to 60 dwellings and associated works.

Design and Layout

Discussions with the applicant have taken place regarding the adoption of a 20mph speed limit along Pavenhill in conjunction with the reserved matters application. The layout of the development of 60 dwellings lends itself to be designed as a self-enforcing 20mph zone. The applicant should ensure that guidance in LTN 1/07 for self-enforcing 20mph zones are followed.

Car parking provision is adequate as a quantum of space provision. The latest revised car parking layout shows visitor spaces allocated within laybys and these spaces should all be 6m in length to allow for parallel parking manoeuvres. There is a slight drafting error where one of these designated visitor spaces is only 5m long.

Allocated parking for those plots without in-curtilage parking allocation should be a minimum of 2.5m by 5m to align with Wiltshire Council emerging parking standards as addressed in Local Transport Plan (LTN4).

There is no need for a 2m wide footway around the western and northern edge of road 2 where there is no frontage accommodation. This may allow some extra space for ensuring that the parking spaces meet the required size parameters.

Private Drive 4 leading to the pedestrian/cycle access to Ringsbury Close should be included in the adoptable scheme in order that access through the site allowing through connectivity to Ringsbury Close and Restrop View under the control of the LHA. This access serves as the emergency access also and should be maintainable at the public purse.

The access across the frontage of Private Drive 4 would still be appropriate as a simple crossover to maintain pedestrian prevalence along the development's main artery.

As this access to Ringsbury Close is to be supported as a shared use path corduroy tactiles should be placed at the termination of the route onto Ringsbury Close, however, these technical matters can be completed during the Section 38 adoption process.

Other Matters (Sustainable Transport/Active Travel)

Traffic Regulation Orders, lighting plans etc., are to be discussed during the S38 process.

There is an obligation under conditions agreed within the Outline permission granted via appeal that a scheme of offsite works that will enhance pedestrian and cycle connectivity services within the village in order to encourage shorter journeys to be undertaken by active travel means. The development will therefore benefit from dropped kerbs forming informal crossing points connecting Ringsbury Close and Restrop View to Pavenhill and High Street allowing pedestrian access avoiding areas without footways along Pavenhill.

The development includes a dedicated pedestrian/cycle connection to Ringsbury Close, improved pedestrian and cycle links to the village centre, integration with existing rightsof way, secure cycle parking, and internal layouts designed to prioritise walking and cycling for shorter trips.

A Residential Travel Plan has been secured via condition on the Outline Application. This will be addressed via discharge of conditions associated with the outline permission and after any approval of the reserved matters application.

The Travel Plan provided leaves the exact nature and, funding and delivery of green travel vouchers are yet to be detailed. I would expect the standard Wiltshire ask of £300 green travel vouchers to be provided per dwelling.

The Travel Plan concludes that the site already has good access to local footway networks, bus stops and village facilities. The measures offered as part of the development will improve these offerings and allow for pedestrian access for shorter trips to school, shops, nursery and surgery within the village thus reducing the need for car travel.

The details for the construction of the access roads, footways, verges, street lighting etc., will be subject to approval under a subsequent Section 38 Agreement. The access plan provided with the reserved matters application is adequate and will form the basis of the technical plan as part of the S38 submission.

The applicant has been advised of a desire to see the implementation of a 20mph limit along Pavenhill which has resulted in preliminary discussions of a possible scheme to be brought forward.

There is no principal objection and Highways would welcome revised plans prior to permission being granted.

Suggested Conditions

The developer/applicant will be expected to enter a S38 Agreement with the Highway Authority before commencement of works hereby approved.

No development shall take place until plans to a scale of 1:200 showing the following information has been submitted to and approved in writing by the Local Planning Authority.

- Long sections
- General arrangement
- Threshold levels to buildings
- Drainage
- Structures

- Swept path for two directional movement of a 11.4m long refuse vehicle passing a large saloon car.

Prior to occupation detailed technical plans to a scale of 1:200 setting out how the internal access road(s) will be constructed to the Highway Authority's adoptable standard shall be submitted and approved in writing by the Local Planning Authority.

These works shall then be completed to the satisfaction of the Highway Authority.

Reason: To ensure the internal roads are planned and approved in good time to a satisfactory standard for use by the public and are completed prior to occupation.

INFORMATIVES

You are advised that a Traffic Regulation Order (TRO) is required for a 20mph speed limit: You must submit a plan to a scale of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward, involving the public advertisement of the proposal(s) and the resolution of any objections. You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process. We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway Authority's Transport Development Management Team at highwaysdevelopment@wiltshire.gov.uk N.B. The cost of implementing any lining, signing, or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend, and seal the TRO.

Regards

Ian Fry

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