

Hi Joe,

Ref: Pavenhill Farm, Purton – PL/2026/04314

As requested, I can confirm that a full suite of amended architects' drawings, references **PURT-2604-02 to PURT-2604-11** (10 drawings in total), were issued on **18 September 2026**, together with an amended proposed **S278 Plan (Drawing No. 250814-LHC-SK-005 Rev B)**. These revisions were prepared in response to the highway comments received on **14 August 2026** (please see comments below).

The amendments incorporated within the revised drawing package address the matters raised by the Highway Authority, and the updated S278 plan reflects the associated proposed highway design changes.

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.

A summary of the proposed changes are contained below;

AMENDED – Rev A

PREVIOUSLY PROPOSED



- The inclusion of a buffer zone to the above parking bays (Plots 10 to 14) and (Plots 26 to 30) to comply with Wiltshire parking standards

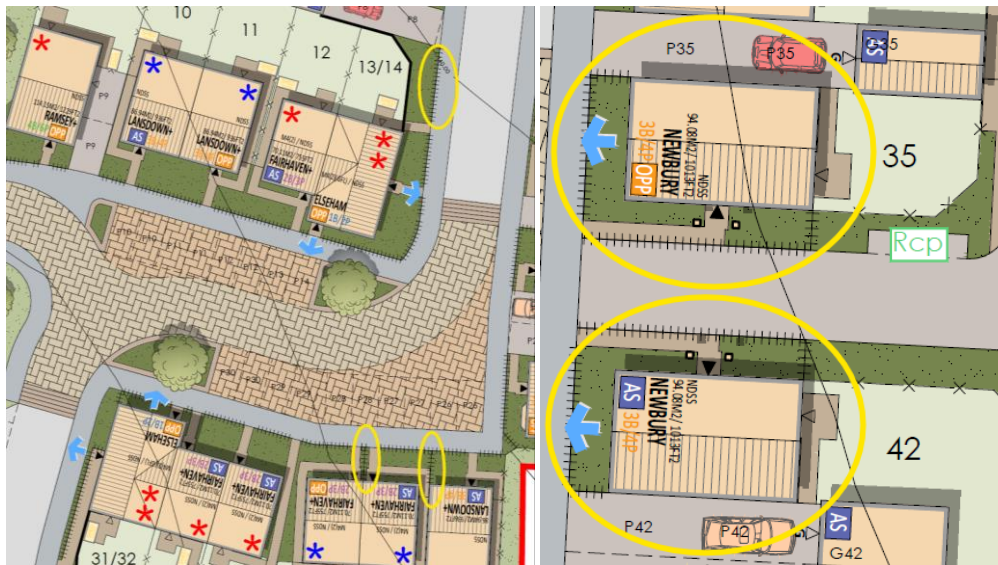
AMENDED – Rev A

PREVIOUSLY PROPOSED



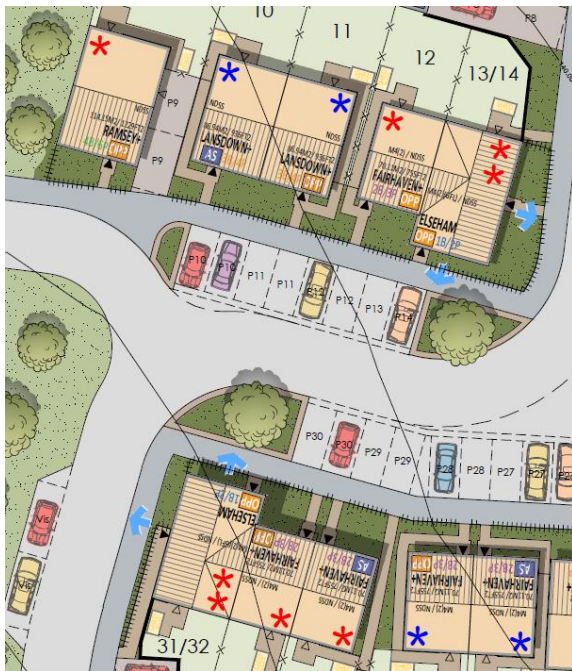
- The removal of the footpath around the turning head down to the visitor bay in front of Plot 9
- The extension of the footpath west to marry up with the existing PROW (PURT95) to provided increased active travel

PREVIOUSLY PROPOSED

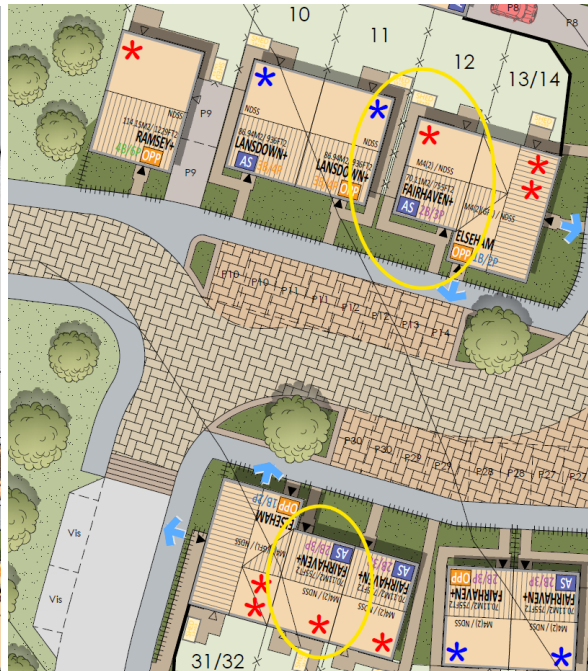


- The removal of some initially proposed railings following further engineering advice and guidance (Plots 13/14, 26/27/28 and Plots 35 and 42)

AMENDED – Rev A



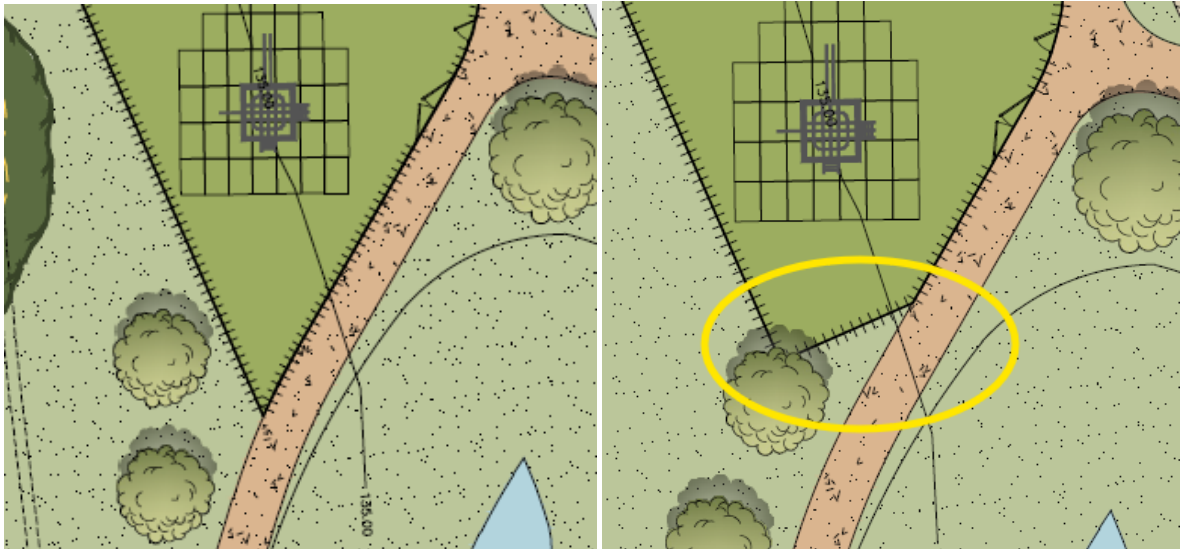
PREVIOUSLY PROPOSED



- Plot 12 and 30 have been handed the alternative way to improve access and construction detailing

AMENDED – Rev A

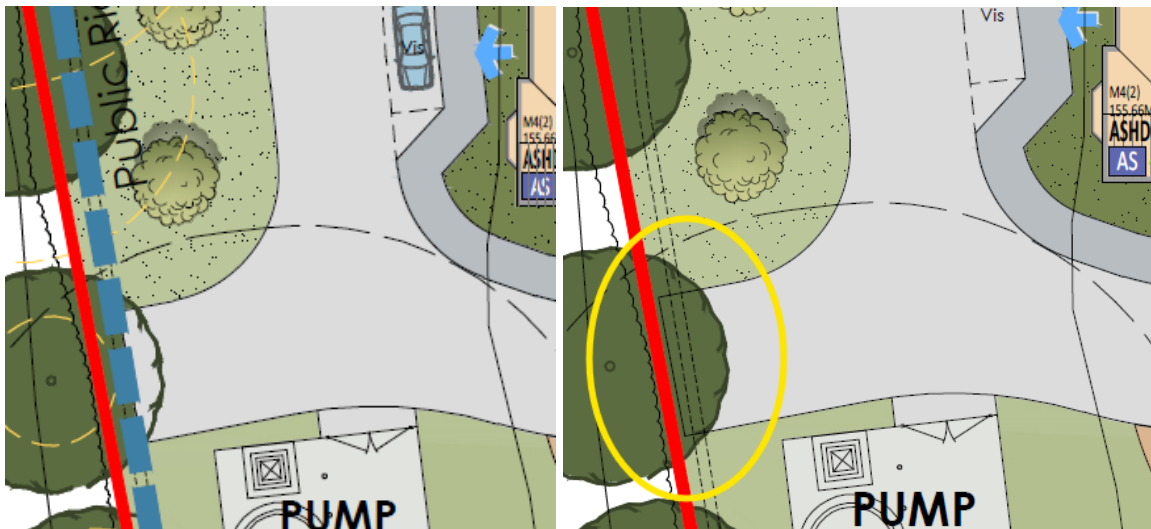
PREVIOUSLY PROPOSED



- Subtle realignment to proposed Play Area for aesthetic reasons solely

AMENDED – Rev A

PREVIOUSLY PROPOSED



- Subtle realignment to proposed turning head in south section of site to provide clear, defined segregation from existing PROW PURT95

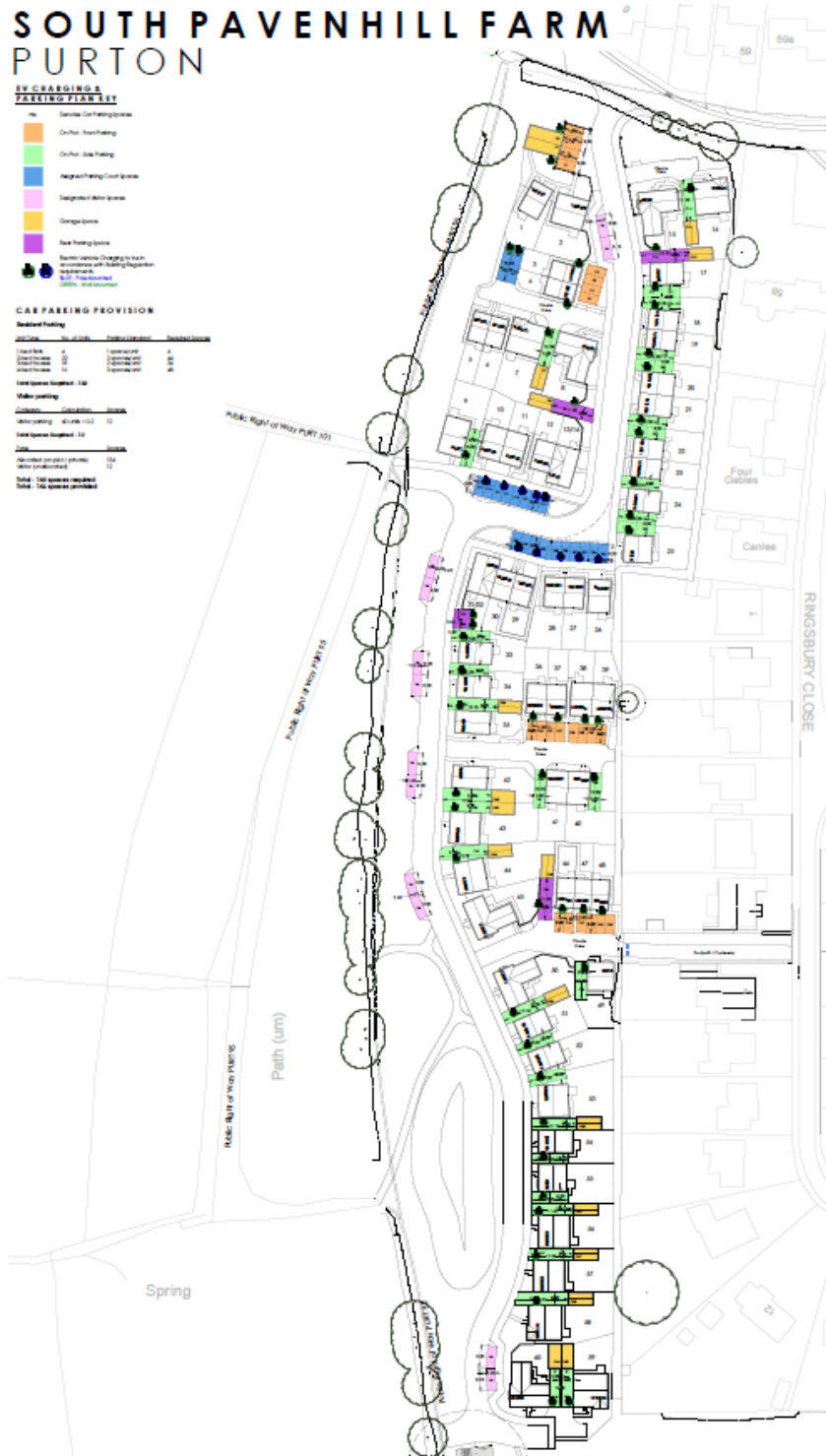
SOUTH PAVENHILL FARM PURTON

EV CHARGING & PARKING PLAN KEY



CAR PARKING PROVISION

Category	No. of Spaces	Provision	Designated Provision
Standard	100	Standard	100
High-Speed	10	High-Speed	10
On-Route	10	On-Route	10
Designated	10	Designated	10
Total Spaces Required	130		
Motor parking			
Standard	100	Standard	100
High-Speed	10	High-Speed	10
On-Route	10	On-Route	10
Designated	10	Designated	10
Total Spaces Required	130		
Motor parking			
Standard	100	Standard	100
High-Speed	10	High-Speed	10
On-Route	10	On-Route	10
Designated	10	Designated	10
Total Spaces Required	130		



- All parking spaces, including visitor bays have been annotated with dimensions to shown compliance on drawing PURT-26-04-10 Rev A and evidence compliance with Wiltshire parking standards

- Please note all proposed surfacing has been removed from the latest plans. These details, as confirmed by Highways will be proposed, agreed and confirmed through the legal S38 agreement

For reference full suite of provided drawings listed below;

PURT-26-04-02 - Rev A - A0 Overall Planning Layout (1 to 500) - 17.09.26

PURT-26-04-03 - Rev A - Planning Layout (1 to 500) - 17.09.26

PURT-26-04-04 - Rev A - External Materials Layout - 17.09.26

PURT-26-04-05 - Rev A - Boundaries Layout - 17.09.26

PURT-26-04-06 - Rev A - Affordable Housing Layout - 17.09.26

PURT-26-04-07 - Rev A - Scale Layout - 17.09.26

PURT-26-04-08 - Rev A - Housing Mix Layout - 17.09.26

PURT-26-04-09 - Rev A - Refuse Layout - 17.09.26

PURT-26-04-10 - Rev A - Car Parking and Charging Layout - 17.09.26

PURT-26-04-11 - Rev A - Cycle and Pedestrian Layout - 17.09.26

250814-LHC-SK-005 B - 20mph Limit Proposal Layout-A0