

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/04900

Site Address: Land adjacent Guest Farm, Rixon Gate, Ashton Keynes, SN6 6PH.

Proposal: Demolition of redundant farm buildings and construction of 4 no. dwellings.

Date of Consultation Response: 29/09/2026

I refer to the above planning application dated 07/09/2026 seeking permission for the demolition of redundant farm buildings and construction of 4 no. dwellings.

As this would lead to separate dwellings outside of identified development boundaries, the proposal would usually attract an adverse highway recommendation on sustainability grounds as follows:

The site is located outside of any settlement policy boundary, raising concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any occupants and their visitors. This proposal is therefore, in my opinion, contrary to Core Policies 60 and 61 of the Wiltshire Core Strategy and Section 9 of the National Planning Policy Framework 2024, which aim to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternatives. However, I shall be guided by you on this sustainability issue and wish to advise with regard to highways in the instance that you would be minded to permit dwellings in this location.

The development site has existing vehicular access onto Rixon Gate, a C classified section of public highway subject to a speed limit of 30mph. It is proposed to retain and upgrade this access and provide a new access point with the public highway for the existing dwelling to the southwest. Both accesses have been demonstrated with visibility splays of 2.4m x 44m to the south and 2.4m x 50m to the north, which is above the required standard for the 85th percentile speeds reported. Both access points with the public highway should be surfaced with a consolidated material for at least the first 5m from the edge of the adjoining carriageway to prevent loose material being tracked into the public highway.

The proposals are for 4 dwellings which would utilise the existing access point, the proposed new access to the southwest of the site is proposed as access to the adjacent existing semidetached dwelling. It is stated that the applicant would be willing for a pre-commencement condition to be applied to the provision of this access in relation to the proposed development.

A PROW footpath AKEY22 is located centrally within the site, this should be accommodated suitably and to the specification of the Countryside Access Team, who have been consulted separately.

The site is adjacent to an existing water course highlighted on the plans, this would require Land Drainage Consent as the works are proposed within 8m of a watercourse, either through the Land Drainage Team or the Environment Agency.

In terms of parking provision, the proposals provide over the minimum of 3 vehicle parking spaces per dwelling and include space within each curtilage to enable turning allowing access and egress with the public highway in a forward gear. Cycle Parking provision would be achievable within the garage space. New development should also consider Electric Vehicle Charging in line with National Government aspirations backed up by the NPPF and

Building regulations Document S, this requires provision for dwellings with allocated parking to provide at least 1 EV charging point.

With regard to the new access for the existing dwelling this could be achieved through a Section 184 vehicle access licence and conditioned to be provided prior to development commencement.

The widening/upgrading of the existing access for the purpose of serving the new development would require the applicant to enter into a Section 278 Highways agreement to provide the layout proposed.

I would therefore have no objection to the proposed development in relation to highways other than the reliance on the private motor vehicle as the main mode of transport, subject to the following conditions and informative:

ACCESS – Existing dwelling

No development shall commence until the new access for the adjacent dwelling has been provided in accordance with the approved plans.

REASON: In the interests of highway safety.

ACCESS – Main development

No dwelling hereby approved shall be occupied or the use commenced until the means of access has been constructed in accordance with the approved plans and shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

VISIBILITY SHOWN ON DRAWING

No part of the development shall be first brought into use/occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety.

CONSTRUCTION MANAGEMENT STATEMENT – SITE OPERATION

No development shall commence on site (including any works of demolition), until a Construction MANAGEMENT Statement, together with a site plan, which shall include the following:

1. the parking of vehicles of site operatives and visitors;
2. loading and unloading of plant and materials;
3. storage of plant and materials used in constructing the development;
4. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
5. wheel washing facilities;
6. measures to control the emission of dust and dirt during construction;
7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
8. measures for the protection of the natural environment.
9. hours of construction, including deliveries;
10. pre-condition photo survey

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

VEHICLE CROSSOVERS

The application involves the creation of a new vehicle access. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

APPLICANT TO ENTER INTO A S278/S38 AGREEMENT

The developer/applicant will be expected to enter into a S278 Agreement with the Highway Authority before commencement of works hereby approved.

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

HighwaysDevelopment@Wiltshire.gov.uk