Highway Development Control Consultation Response

Planning Application Ref: PL/2023/10047

Site Address: Willowfield, The Street, Cherhill, Calne, SN11 8XP.

Proposal: Erection of 1 dwelling on garden land of Willowfield, 23 The Street, Cherhill.

Date of Consultation Response: 04/12/2023

I refer to the above planning application dated 23/11/2023 seeking permission in principle for a single dwelling on garden land.

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 2023, which aims 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 site is located on The Street, a C Classified section of public highway subject to a speed limit of 30mph. There are no parking restrictions in the surrounding narrow roads with no formal pedestrian facilities. Access to the existing dwelling is direct with The Street and this is proposed to be shared with improvements to be confirmed through the technical details application. It is important that any improvements would include plans demonstrating the intentions with existing and proposed visibility splays indicated on a set back of 2m and commensurate with the speed on the road. Therefore, I would expect to see splays of 2m x 43m or an improvement to existing splays.

As this is a PIP application, no further detail has been supplied other than a site plan indicating location.

There would also be a requirement to provide vehicle and cycle parking in line with the standards set out in the Car Parking Strategy and the Cycle Parking Strategy within the LTP, which I have extracted and detailed below for information:

Table 7.1 Minimum Residential Parking Standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

Garages will only count as part of the allocated parking provision where they meet the minimum size requirement of 6m x 3m (internal dimensions).This is to ensure that there is sufficient room for an average sized family car, a cycle and some storage provision. Where these minimum size requirements are not met, the council will require design statements and/or transport assessments to demonstrate the need for such provision and/or to set-out

the role of alternatives (e.g. car ports which are unlikely to be used for storage and could therefore count towards allocated parking provision).

Where no garages are proposed an element of cycle storage is expected for each dwelling in accordance with Wiltshire Council's LTP3 Cycling Strategy, Appendix 4 of this document contains Cycle Parking Standards for which I attach an extract below for information:

Land Use	**Area**	**Minimum Cycle Parking Standards**
C3 Dwelling	All areas	1 covered space per bedroom for up to 3-bedroom dwellings 3 covered spaces per unit for 4-bedroom dwellings 4 covered spaces per unit for 5-bedroom dwellings(etc) + 1 visitor space per 20 bedrooms

Electric Vehicle Parking would be required in any new residential development to conform with Buildings Regulation Document S.

Any internal access would also require an area for vehicles to turn, enabling access and egress with the public highway in a forward gear.

The resultant trips from the proposal would not be considered a significant or detrimental impact on the surrounding highway network, therefore the principle of residential development would not be considered a material impact in terms of highway safety and capacity, it would however rely heavily on the private motor vehicle for access to wider services and therefore could be considered unsustainable in terms of accessibility.

With regard to highway safety, I cannot comment further unless detail of access are provided with visibility splays demonstrated, any access design should conform with the standards within Manual for Streets in terms of geometric design. It would be preferred that a single point of access is provided for both dwellings with visibility splays demonstrated at 2m x 43m or as an improvement to existing splays.

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