

Highway Development Management Consultation Response

Planning Application Ref: PL/2025/09810

Site Address: Land at Brakenhill Mews, Upper Seagry, Chippenham, SN15 5EU.

Proposal: Permission in Principle (PiP) application for residential development consisting of a minimum of 4 no. dwellings and a maximum of 9 no. dwellings.

Date of Consultation Response: 19/01/2026

I refer to the above consultation for planning advice dated 12/01/2026 with regard to permission in principle for residential development consisting of a minimum of 4 no. dwellings and a maximum of 9 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 a dwelling in this location.

The site is accessed from Seagry Road, a C classified section of public highway subject to a speed limit of 60mph. The existing access is an unmade, gated farm access which would require upgrading in order to provide residential access. There is a second access to the site, however it would appear that this would be retained without alteration and would not be used as access for the proposed development.

The existing site use is that of a commercial and equestrian yard, therefore a change to residential may be of benefit in reducing larger vehicle attraction associated with the existing use. The trip generation for the site would be determined by the quantum of residential properties which is not certain at this stage.

A location plan has been provided along with 2 proposed site plans showing layouts for 4 and 9 dwellings with vehicle parking and turning within the site; it is noted that the detail would likely be confirmed at the technical detail consent stage and therefore I would advise the following should be incorporated with any detail provided.

Vehicle parking would be required to be accommodated within the property curtilage in line with Wiltshire Council Standards which I attach 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).

There would also be a requirement to provide cycle storage 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

EV Charging would also be required in line with national guidance and Building Regulations document S. This is a minimum of one space per allocated parking space within any residential development.

In regard to any proposed access this should meet Manual for Streets standards for geometry and visibility splays of 2.4m x 215m with no obstructions over 900mm will be required to be demonstrated.

Other than the highlighted sustainability issue, the principle of residential dwellings would not be considered detrimental in terms of capacity within the public highway, provided parking and turning, as well as safe and convenient access can be satisfactorily accommodated and demonstrated.

If you have any queries regarding the above advice, please contact:
HighwaysDevelopment@wiltshire.gov.uk