

Highway Development Management Consultation Response

Planning Application Ref: PL/2025/09767

Site Address: The Lodge, Summers Lane, Broad Hinton, Swindon, SN4 9PA.

Proposal: The construction of a self-build dwelling and associated infrastructure.

Date of Consultation Response: 21/01/2026

I refer to the above consultation for planning advice dated 22/12/2025 with regard to the construction of a self-build dwelling and associated infrastructure.

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 Summers Lane, a C classified section of public highway subject to a speed limit of 30mph. The existing access serves The Lodge and it is proposed to provide new access for the proposed development from Summers Lane to the east of the existing access point. This would require a Licence or permit in order to connect the access to the public highway.

The proposed development consists of a new access with the public highway and the provision of a dwelling with 4+ bedrooms. The full details of the development proposals have not been disclosed through this outline application

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.

Three vehicle parking spaces have been indicated on the plans which would meet the minimum standard for vehicle parking for a 4+bedroom dwelling. And it is indicated

In regard to the proposed access this should meet Manual for Streets standards for geometry and visibility splays of 2m x 43m with no obstructions over 600mm which has been demonstrated within the Highways Report. Swept path analysis is also contained within this report

Other than the highlighted sustainability issue, the principle of a single residential unit would not be considered detrimental in terms of capacity within the public highway, provided vehicle and cycle parking can be accommodated within the site at a level appropriate to the proposed bedroom quantum. Therefore, it is considered that no highway objection be raised subject to the following conditions and informative:

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 within the Highway Report have been provided with no obstruction to visibility at or above a height of 600mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

SURFACING

The development hereby permitted shall not be first brought into use/occupied until the first 5m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

DRAINAGE ON TO HIGHWAY

Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

Reason: To ensure that the highway is not inundated with private water.

PARKING (CYCLE) DETAILS REQUIRED

No development shall commence on site until details of secure covered cycle parking and changing and/or shower facilities have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved

details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

INFORMATIVE - VEHICLE CROSSOVERS

The application involves an extension to 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. The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of roadside ditches) will require full Land Drainage Consent. Please contact the Drainage Team at Drainage@wiltshire.gov.uk

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

HighwaysDevelopment@wiltshire.gov.uk