

Highway Development Management Consultation Response

Planning Application Ref: PL/2025/10014

Site Address: 17 Windsor Road, Calne, SN11 8QU.

Proposal: Outline application with all matters reserved for the erection of a single self/custom build dwelling.

Date of Consultation Response: 23/01/2026

I refer to the above consultation for planning advice dated 29/12/2025 with regard to the erection of a single self/custom build dwelling.

The site is bound by Windsor Road to the south and Trenchard Avenue to the east, privately maintained roads subject to a speed limit of 10mph. These connect to the east to a C classified section of public highway subject to a speed limit of 60mph. there is no existing access for the site, this would require third party permission to place the access as shown from Windsor Road. There are no proposals to alter the access on Windsor Road at the point where it meets the public highway.

A proposed site plan has been submitted with the application which shows parking proposals to the property frontage and accessed directly from Winsor Road. The three spaces indicated would be in accordance with the minimum residential vehicle parking standards for 4+ bedroom dwellings. The full details of the development proposals have not been determined 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.

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.

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

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