

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/01527

Site Address: Land at Upper Castle Combe, Chippenham, SN14 7HA.

Proposal: Permission in Principle for the construction of 2 dwellings.

Date of Consultation Response: 18/03/2026

I refer to the above planning application dated 10/03/2026 seeking Permission in Principle for the construction of 2 dwellings.

The site is located outside of the 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/lack of pedestrian facilities/safe cycling provision. The proposal is therefore, 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 alternative in order to promote a sustainable pattern of development. 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 has existing access onto an unclassified section of public highway subject to a speed limit of 30mph. The existing access is not proposed to be used for the dwellings, a new adjacent access is proposed, whilst retaining the existing access for the allotments in the adjacent site. It is understood that the site layout is indicative and would be subject to a Technical Details application.

Any new access would be an alteration to the public highway, the applicant is advised that a license 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. The new access would be required to conform with Manual for Streets with regard to geometry and visibility requirements. The proposals would be required to take into account the existing access track and ensure that this would not be adversely affected by any new access, alternatively it may be considered that combining and upgrading the existing access would be a better option in terms of reducing conflicting movements.

In regard to the internal layout, this appears to include space for parking and turning to enable access and egress in a forward gear. Both properties would be accessed from the same point of access and should have parking provided appropriate to the minimum residential standards below:

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

Additionally, the site should incorporate EV charging for each dwelling with allocated parking in line with Building Regulations Document S and National Guidance.

I would not consider that the principle of residential development in this location would be a significant or severe impact on the surrounding highway network, however, given the location and lack of pedestrian infrastructure it would be likely that the site would rely heavily on the private motor vehicle as the main mode of transport.

It is therefore considered that the proposal would not increase activity at the site in any materially significant way and that there would not be an objection in relation to highways to the principle of residential development, provided the minimum parking standards are met and the requirements for access are addressed suitably at technical design stage.

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

HighwaysDevelopment@wiltshire.gov.uk