

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02798

Site Address: Land at Seagry Hill, Sutton Benger, Nr Chippenham, SN15 4SA.

Proposal: Permission in Principle for one dwelling (self-build).

Date of Consultation Response: 18/05/2026

I refer to the above Permission in Principle planning application dated 01/05/2026 for one self-build dwelling.

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 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 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 a dwelling in this location.

The site is located on Seagry Hill, an unclassified section of public highway subject to a speed limit of 60mph and a cul-de-sac. There is an existing access with the public highway to the south of the site, however it appears that there may be a proposal to provide a more central access point from the plans submitted. Any new access with the public highway will require a licence or permit to carry out the works for a single dwelling, it should also be noted that a new access will be required to be demonstrated as compliant with the required visibility standards commensurate with the speed on the road at technical detail stage. The access should be provided with geometries aligning with guidance from Manual for Streets.

The level of parking required is dependent on the number of bedrooms proposed and I attach standards 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

Additionally, any new dwelling with allocated parking should be provided with EV Charging in line with NPPF and Building Regulations Document S.

Therefore, other than the sustainability issues highlighted above, the principle of a single dwelling in this location would not be a concern in regard to highway capacity provided the proposals can demonstrate safe access and accord with the required vehicle and cycle parking standards and provisions.

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

HighwaysDevelopment@Wiltshire.gov.uk