

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02990

Site Address: Land south of Plough Lane, Kington Langley, Chippenham, SN15 5PS.

Proposal: Permission in Principle for Erection of up to 8 No dwellings.

Date of Consultation Response: 02/06/2026

I refer to the above Permission in Principle planning application dated 08/05/2026 for the erection of up to 8 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 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 2025, 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 dwellings in this location.

Plough Lane is a C classified section of public highway subject to a speed limit of 30mph. The land identified on the plans has proposed existing access with the public highway which would be shared with the adjacent caravan site and previously approved proposals for 4 dwellings. I would not consider that the uplift of a further 8 dwelling in this location would be a significant increase of the existing access with the public highway nor have severe implications in regard to the surrounding highway capacity.

A Proposed Site Plan with indicative layout has been provided, it is noted that the layout may likely be subject to change at the technical design stage and therefore I would advise the following should be incorporated with any detail provided.

Vehicle parking would be required to be accommodated within each 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.

Therefore, other than the sustainability issues highlighted above, the principle of up to 8 dwellings in this location would not be a concern in regard to highway capacity provided the proposals can demonstrate safe access incorporating Manual for Streets principles and accord with the required vehicle and cycle parking standards and provisions set out above.

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

HighwaysDevelopment@Wiltshire.gov.uk