

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/09623

Site Address: Development site known as 'Land off High Street, Sutton Benger'.

Proposal: Application for the Approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) for the Erection of 60 Dwellings, Public Open Space, Landscaping and Associated Infrastructure following Outline Planning Permission PL/2023/06204.

Date of Consultation Response: 05/06/2026

I refer to the above application dated 12/12/2025 seeking permission for the approval of reserved matters (Appearance, Landscaping, Layout and Scale) for the erection of 60 dwellings, public open space, landscaping and associated infrastructure following outline planning permission PL/2023/06204. Amended Plans have been received for which I make the following observations.

The principle of development and site access has been established and approved through the outline planning permission.

It is proposed that 60 dwellings are located within the site with the majority of the roads being proposed to be adopted. The dwellings comprise of a mixture of affordable and open market housing comprising 4, 1-bed, 13, 2-bed, 10, 3-bed, 28, 4-bed and 5, 5-bed.

The parking proposals have been amended to enable corrections to the allocated vehicle parking and levels for each dwelling, the provisions for parking on the Parking, EV charging and Cycle Parking Plan demonstrate that the minimum standards have been met.

Visitor parking has been demonstrated at the correct level on the Parking, EV charging and Cycle Parking Plan and is situated at various appropriate locations throughout the site, however this is not reflected correctly on the General Arrangement Plan, which only shows 9 visitor spaces. The visitor bays within privately managed sections of the site would be required to be maintained as unallocated parking.

The internal site layout is set out with 5.5m wide carriageways and 2m wide footways which is in accordance with Manual for Streets. A footway connection is proposed to link to the footway provisions proposed along the site frontage which link to the development access, it does not appear that this is proposed to be adopted, any unadopted footpath would be required to be maintained by a management company along with any other links through public open space, this has been confirmed as there are a number of private areas to be maintained by a Management Company within the site. The footpath has been detailed with a gradient of 1:20 which is acceptable though it may require consideration of a barrier prior to entering the public highway.

To the north of the site there are footway connections to the PROW footpath SBEN18 which runs across the northern extent of the site, it would be required to ensure that this area has a good transition of surfacing and that the PROW is surfaced to a standard approved by the Countryside Access Team. This should be discussed further, though can be conditioned as part of any approval.

Cycle parking has been demonstrated on the parking, cycle storage and EV charging plan, where garages are proposed this is suitable for cycle storage and where a dwelling has no garage space, there are cycle storage facilities proposed. Visitor cycle parking is now proposed within the POS as 6 spaces and at the allotments as 6 spaces which achieves

slightly above the minimum standard. Electric Vehicle charging is now demonstrated for all 60 properties.

Vehicle tracking for a fire tender and refuse vehicle has been demonstrated to show that turning and access points within the site can accommodate the larger vehicle movements, these movements would be relatively limited and therefore the tracking is acceptable.

The proposals would appear to meet the required standards for the internal road layout and parking provisions in line with the appropriate guidance, therefore I would not wish to raise a highway objection subject to the general arrangement plan being amended to suit the Parking, EV Charging and Cycle Storage Plan (drawing number 550.107 rev A), the PROW teams consultation response in regard to SBEN18 and would offer the following provisional conditions and informative:

CYCLE PARKING

The development hereby permitted shall not be first brought into occupied, until the cycle parking facilities shown on the approved plans have been provided in full and made available for use. The cycle parking facilities shall be retained for use in accordance with the approved details at all times 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.

VEHICLE PARKING

No part of the development hereby permitted shall be first occupied until the access &/or turning areas &/or parking spaces have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

VISITOR PARKING

Prior to first occupation of the development site the dedicated visitor parking bays shall be completed and marked in accordance with the approved plans. The visitor parking bays shall thereafter be maintained free for the parking of visitors, shall not be obstructed by the storage of materials and shall not be allocated for the parking of any individual dwelling.

REASON: In the interests of highway safety and to ensure sufficient parking provision is provided in accordance with Core Policy 61, 62 and 64.

INTERNAL ROAD LAYOUT

Prior to first occupation the internal carriageways and any associated footways alongside the dwellings hereby permitted, shall have been provided to base course surfacing level.

REASON: In the interests of safe and convenient access to the development.

PROW FOOTPATH SURFACE

Prior to occupation details of construction and surfacing of footpath SBEN18 within the extents of the site shall be submitted to and approved by the Local Planning Authority. Prior to the first occupation of the 20th dwelling footpath SBEN 18 shall be constructed and surfaced in accordance with the approved details and maintained as such thereafter.

Reason: In the interests of improving pedestrian accessibility to and from the development in accordance with Core Policy 60, 61 and 62.

FOOTPATHS

Prior to commencement of development, full construction and design details of the footway links to the PROW SBEN18 and The High Street to the south of the site shall be submitted to and approved by the Local Planning Authority. Prior to first occupation the footway

provisions hereby approved shall be completed in all respects in accordance with the approved details.

Reason: In the interests of improving pedestrian accessibility to and from the development in compliance with Wiltshire Core Strategy Policies 60, 61 and 62.

MAINTENANCE COMPANY

The development hereby permitted shall not be first occupied until a scheme for the future maintenance of the roads and other communal areas has been submitted to, and approved in writing by, the Local Planning Authority.

REASON: To ensure that satisfactory arrangements for the future maintenance of those areas are in place.

CONSTRUCTION MANAGEMENT STATEMENT – SITE OPERATION

No development shall commence on site (including any works of demolition), until a Construction MANAGEMENT Statement, together with a site plan, which shall include the following:

1. the parking of vehicles of site operatives and visitors;
2. Number and size of delivery vehicles/ construction vehicles
3. loading and unloading of plant and materials;
4. storage of plant and materials used in constructing the development;
5. wheel washing facilities;
6. measures to control the emission of dust and dirt during construction;
7. a scheme for recycling/disposing of waste resulting from demolition and construction works; and
8. measures for the protection of the natural environment.
9. hours of construction, including deliveries;
10. pre-condition photo survey – any damage related to the development will be put right (to the satisfaction of the LHA) within 6 months of the development completion.

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

INFORMATIVE

APPLICANT TO ENTER INTO A S38 AGREEMENT

The developer/applicant will be expected to enter into a S38 Agreement with the Highway Authority before commencement of works hereby approved.

PROW ACCESS

No construction / demolition vehicle access may be taken along [SBEN18] without prior consultation with the Wiltshire Council Rights of Way Warden. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Rights of Way Warden.

PROW STORAGE OF MATERIALS

No materials, plant, temporary structures or excavations of any kind should be deposited / undertaken which obstruct or adversely affect the public right of way whilst development takes place.

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

HighwaysDevelopment@wiltshire.gov.uk