

Application Number:	PL/2026/02472
Location:	Land Rear of 117, High Street, Dilton Marsh
Proposal:	Reserved Matters Application for Landscaping, Appearance, Layout and Scale for 54 dwellings following outline planning permission PL/2023/01880 approved at appeal (APP/Y3940/W/24/3352160)

[117 High St - Google Maps](#)

[B3099 - Google Maps](#)

The following comments (in **red**) are made in respect of the revised plans submitted in response to consultee responses on the initial submission.

Introduction and Proposal

The principle of development and the means of access to the site from High Street have been established through the outline consent. As such, this response is limited to the consideration of the internal layout and detailed highway design.

The proposed development comprises 54 dwellings with 6no. 1-bed, 10 no. 2-bed, 28no. 3-bed and 10no. 4-bed units.

Planning History

PL/2023/01880 Outline application with some matters reserved for proposed development of up to 54 dwellings, including 30% affordable and supporting infrastructure. (access only) (revised scheme) – Allowed on appeal 12 March 2025

ENQ/2022/00752 Up to 65 dwellings and supporting infrastructure (proposed outline application)

PL/2022/03703 EIA Screening Opinion for 65 dwellings and supporting infrastructure

Planning Policy and Guidance

In assessing this application, regard has been given to:

- National Planning Policy Framework (NPPF), in particular:
 - o Paragraph 115 – safe and suitable access for all users
 - o Paragraph 116 – opportunities to promote sustainable transport modes
- Manual for Streets (MfS) and Manual for Streets 2 (MfS2)
- Wiltshire Local Transport Plan (LTP4)
- Wiltshire Council Car Parking Standards (and emerging standards)
- LTN 1/20 Cycle Infrastructure Design (in respect of cycle usability and access)
- Section 38 adoption requirements of Wiltshire Council

Access and Internal Road Layout

The site is proposed to be served by a 5.5m wide carriageway with 2m wide footways to both sides of the carriageway from its junction with High Street, for a distance of approximately 70 metres, from where it continues in this form for 45 metres to the east and 37 metres to the west, with a spur leading off to the north to create half of a loop road. The second half of the loop road is proposed as a shared surface, and two further shared surface roads are proposed to the eastern and western sides of the site. The shared surface roads are indicated as 6m in width with 0.5m service margins to both sides of the carriageway.

The geometry of the proposed roads and footways is generally considered acceptable, and the lengths of the access roads are such that they would restrict vehicle speeds to an acceptable level to support the target maximum speed of 20mph.

It is noted that the access road serving plots 42-46 is indicated to be maintained by a management company, and the kerbline and service margin should therefore continue to the edge of the connecting access road. **This has been addressed on the revised Site Plan, Drawing No.SL.01 Rev B.**

The footpath detail across the turning head by plot 38 is not necessary and should be omitted. **This has been removed on the revised layout.**

The footpath fronting Plot 17 should run contiguous with the carriageway. The proposed arrangement of separating the carriageway and footway by a verge would not be accepted, due to the maintenance of the verge and implications for visibility.

The junction of the cul-de-sac serving Plots 3-12 should be denoted with a footway crossing detail, such that pedestrians would have priority across the junction. This arrangement should also be used for the cul-de-sac serving Plots 26-50.

The layout proposes a high level of block paving which is considered to be a maintenance liability, particularly where higher level of turning movements would be expected. It would be more appropriate to have asphalt shared surface roads with limited lengths of block paving detailing. **This has been addressed on revised layout.**

Detailed Engineering Layout

The submission includes details of highway long sections, contours and drainage. Such detailed engineering details would be subject to subsequent approval under a Section 38 Agreement to secure the adoption of the estate roads as public highway.

Visibility

Engineering Layout has included details of junction and forward visibility splays, but it should be noted that all splays would need to be adopted as public highway, and therefore constructed to adoptable standards.

The Swept Path Analysis Refuse Vehicle around "loop" & Site Visibility plan, 148009-MCS-XX-DR-C-3601 P03 indicates the junction and forward visibility splays. These splays need to be included within the areas offered for adoption. This is of particular relevance to the forward visibility splays affecting Plots 20, 22, 35.

Swept Path Analysis

There has been no comprehensive swept path analysis submitted to demonstrate that the Council's standard refuse vehicles and emergency vehicles can appropriately negotiate the

full internal access road loop, and further vehicle tracking is therefore considered necessary to confirm that the proposed road layout to be acceptable. **Appropriate swept path analysis has been submitted and is considered acceptable.**

Refuse Collections

It is noted that there is a suggestion that a refuse vehicle would reverse into the private access drive serving Plots 42-46. Appropriate indemnity would be required for both vehicles and operatives to collect from the private drive.

Street Lighting

It is noted that a street lighting scheme has been submitted with the application, the details of which are generally considered acceptable, subject to appropriate areas surrounding the columns being included for adoption. The scheme has not, however, been technically appraised by the Council's Lighting consultants, which would form part of the technical submission and approval process as part of the Section 38 Agreement.

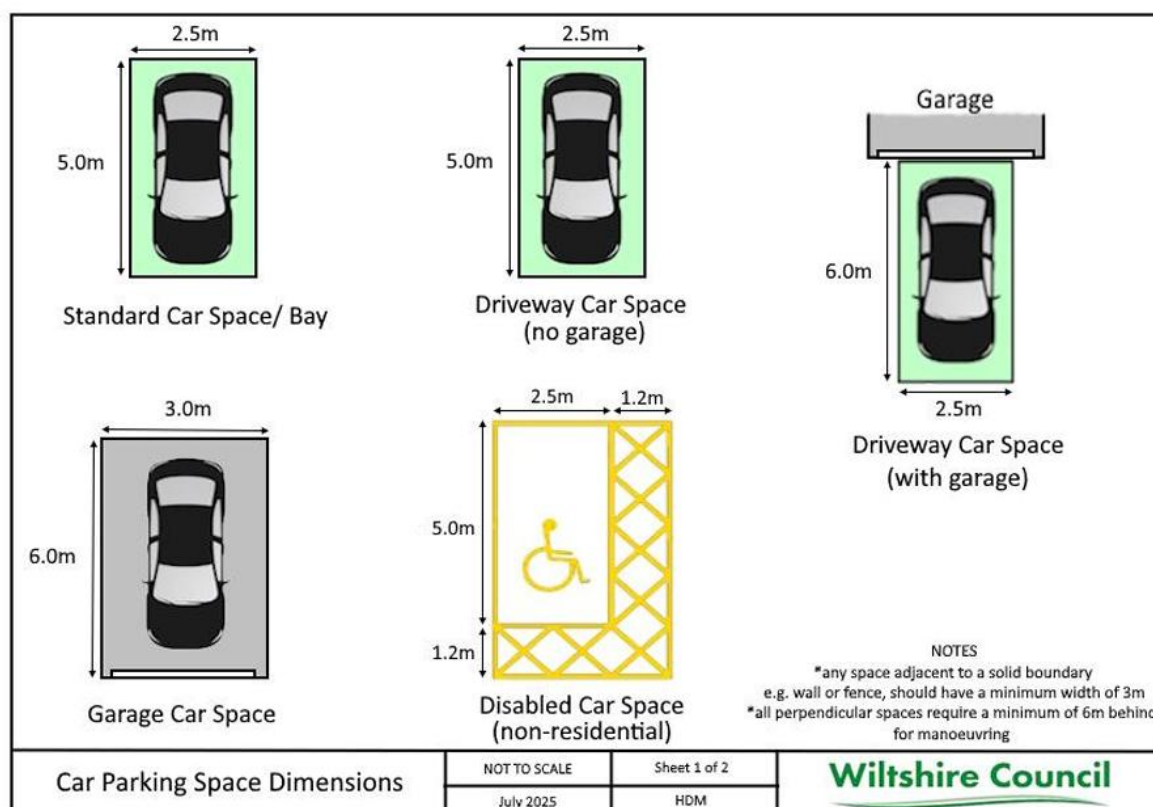
Parking

The quantum of car parking for each dwelling accords with the current and draft car parking standards.

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Table 2.0 – Minimum Residential Car Parking Standards

The draft parking standards require parking spaces to be of minimum dimensions 2.5m by 5m to reflect the increase in modern vehicle sizes. Every endeavour should be made to reflect these dimensions, whilst also maintaining a 0.5m service margin. **This has been achieved on the revised layout.**



A new access to serve a driveway for No.117 High Street is noted to be provided from the new access road (Road 1). A gate seems to be indicated on the Engineering Layout, which would require vehicles to wait in the carriageway whilst gates are opened. The gates should be set back a sufficient distance to enable a car to pull clear of the carriageway whilst gates are opened.

The dimensions of the single, 1.5 single and twin garages are considered acceptable to be counted as a single car parking space, together with providing some element of storage. This would, however, be quite tight for accommodating cycles, whilst also providing ease of access.

The driveways to Plots 3-6, 13-14, 15 and 25, 51, 52 are quite tight, particularly where access to cycle storage is to be gained alongside the driveway parking. Each individual driveway should be a minimum of 3m and the double driveway 6m. **The driveway widths have been satisfactorily amended.**

The parking for plots 40-41 is not ideally located and could potentially result in vehicles parked outside dwellings. **The layout is unchanged.**

The parking for Plots 39, 24 are indicated next to a 1.8m high wall, and an intervisibility splay should be provided. **Intervisibility splays are now indicated.**

The garage for Plot 7 is indicated directly adjoining a service margin, which is not a generally accepted arrangement due to the need to wait to open doors to access. **The layout has been amended with regard to this plot, which addresses this issue.**

Parking for Plots 29, 31 and 32 – the second space is located within the rear garden area and separated by a footpath. This could potentially result in the footpath being obstructed by overhanging vehicles, particularly with the length of the parking spaces being limited to

4.8m. The layout has been amended, indicating better provision for parking. However, the access to cycle storage for Plot 33 has become more restrictive.

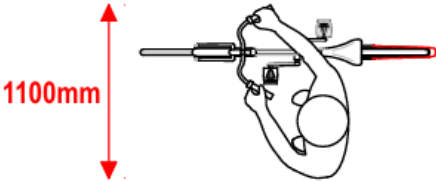
Visitor Parking

In accordance with the current and emerging car parking standards, the development should accommodate 1 visitor car parking space per 5 dwellings, requiring a total of 11 spaces across the site. Such spaces should be located throughout the development to provide reasonable access to visitor provision for all dwellings.

The proposed visitor provision is indicated for 8 vehicles, with 6 located within dedicated laybys and 2 being proposed perpendicular to the carriageway (by Plots 28 and 30), the latter spaces not being considered appropriate for adoption. The level of visitor provision does not therefore accord with current standards, and the applicant has not demonstrated that adequate quantum and location for visitor parking has been achieved. The quantum of visitor parking is now in accordance with the standards. The heavier provision of visitor parking on the initial road is not the most appropriate location, given the location of the dwellings further within the site. The planting within the layby would not be acceptable for adoption.

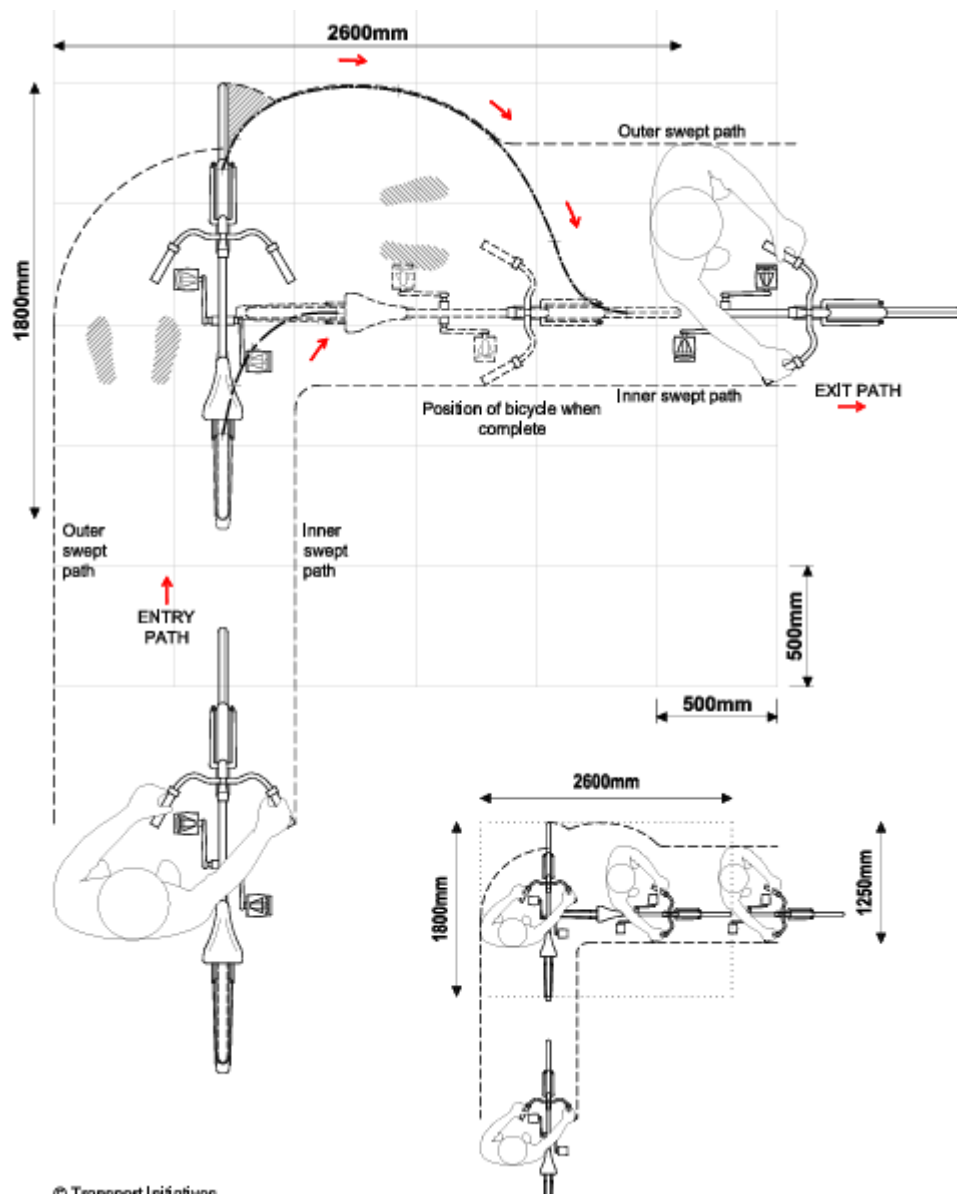
Cycle Storage

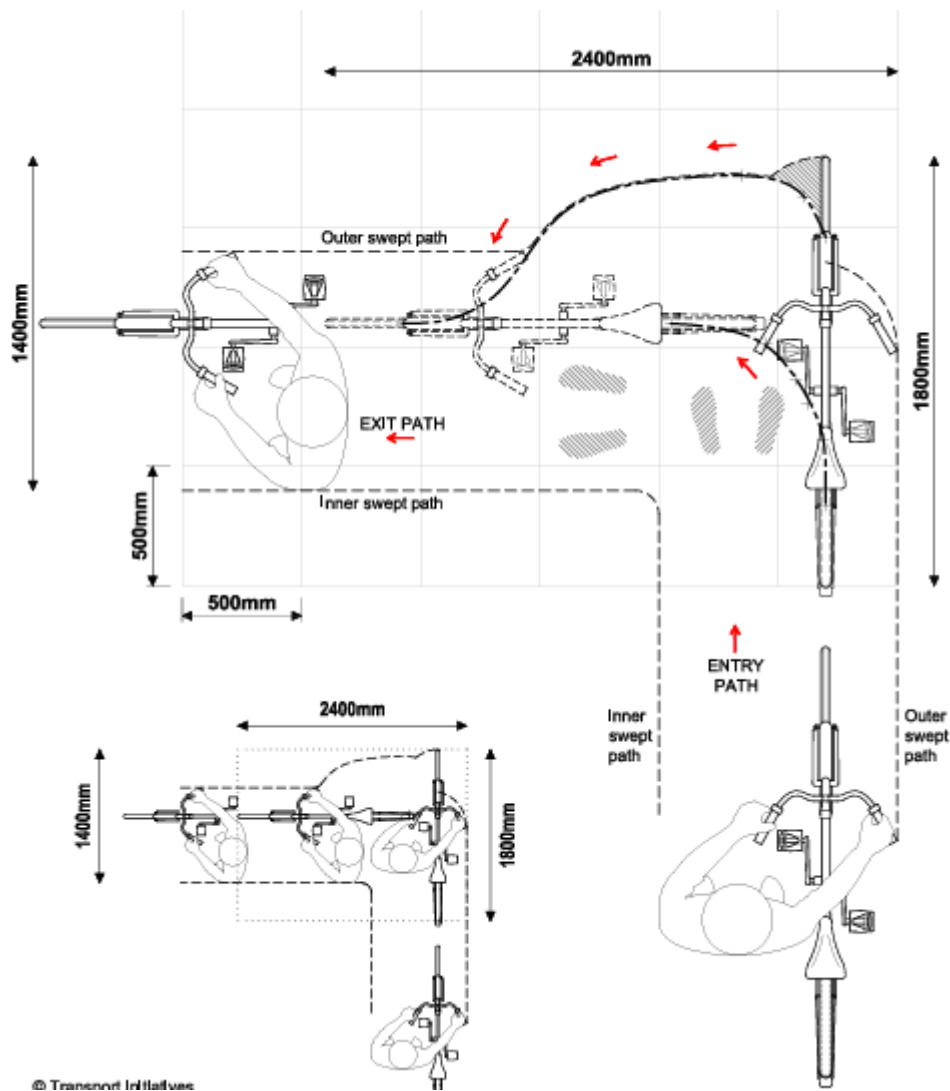
The access to cycle storage should take account of the need for cyclists to push a bike, which generally requires 1100mm to be done comfortably. The applicant should demonstrate that appropriate access to storage points for cycles can be achieved.

A cyclist pushing a cycle Cyclists generally push their cycles by holding the handlebars. They also instinctively lean the cycle slightly towards themselves to avoid hitting their shins with the pedals and so – 1100mm is a general guide to the width needed.	
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The cycle storage sheds for plots 18 and 19 are not appropriately located to provide ease of access to the rear garden gate, with the storage shed being located on the opposite side of the garden. This has been addressed in the revised layout.

The access route to the cycle storage shed for Plots 44 and 45 is tortuous, and the limited width would make it difficult and potentially a disincentive to cyclists to use, contrary to sustainable travel. See details below of access requirements. This has not been addressed.





Travel Plan

The requirement for a Travel Plan was secured as condition 8 on the outline consent under application PL/2023/01880.

The submitted Travel Plan has been reviewed by the Transport Planning Team and its contents are confirmed to be acceptable. These details are therefore also considered acceptable to discharge condition 8 on PL/2023/01880.

Construction Traffic Management Plan

The submission and approval of a Construction Traffic Management Plan was included as condition 12 on the outline consent under application PL/2023/01880.

The submitted Construction Environmental Management Plan (CEMP) dated March 2026 advises the construction programme to be approximately 24 months, with works anticipated to commence in 2026 and complete in 2028.

Access to the site is via the B3099 High Street, which will be constructed prior to any development works on the site, with the internal access roads being constructed early in the programme to provide a running surface for construction vehicles.

The CEMP includes details of temporary signage proposed to inform and warn users of the works on the approach to the site.

The proposed construction hours are indicated as 07:30 and 18:00 on Monday to Friday and 08:00-13:00 on Saturdays, with HGV deliveries being restricted between the hours of 08:00 and 09:15 and 15:00 and 16:00 on school days.

It is understood that the Site Manager will manage the arrival and departure of HGVs through a timetable for deliveries to avoid any conflicts, with a call ahead system to ensure that any emerging HGVs can be held within the construction compound to allow for incoming HGVs.

The largest delivery vehicle is advised to be a 16.5 metre articulated HGV, but the smallest possible vehicles would be used.

With regard to the number of deliveries, it is advised that there will be an average of three to four HGV deliveries per day (6-8 two-way vehicle trips), together with four LGV deliveries per day (8 two-way vehicle trips).

At the busiest construction period it is advised that there could be up to 45 operatives and 22 contractors on site with potential travel by a mixture of car sharing, public transport use, walking and cycling.

The Site Compound Plan in Appendix C of the CEMP indicates the arrangement for materials storage, welfare facilities and parking, together with swept path analysis details of how articulated vehicles can manoeuvre within the site. These areas are considered appropriate.

The routing for construction traffic is indicated to and from the west via the B3099 High Street, Clivey, Marsh Road and the A36. This is the most appropriate routing to reach the strategic road network and avoid local roads.

A road condition survey has been included within the CEMP which details the observed defects over the agreed 200m extent west of the site access and to the east up to the Tanyard Way/High Street mini roundabout. The content of the road condition survey is considered acceptable, and a post-construction survey is proposed to be undertaken on completion of the construction of the site.

The details submitted within the CEMP are considered appropriate to support the application, and to discharge condition 12 on PL/2023/01880.

Conclusion and Recommendation

The Highway Authority notes that the majority of issues raised in respect of the original submission have been satisfactorily addressed through the revised plans and supporting information.

Swept path analysis has now been provided and demonstrates satisfactory manoeuvrability of service and emergency vehicles within the development. Parking provision generally accords with the Council's standards and visibility requirements have been incorporated into the revised layout.

Notwithstanding the above, a small number of detailed design matters remain outstanding including the treatment of certain pedestrian routes and road junction treatments, the precise

extent of adoptable highway land associated with visibility splays, and the accessibility of cycle storage serving Plots 44 and 45.

Subject to these matters being satisfactorily addressed through the final approved drawings and subsequent Section 38 technical approval process, the Highway Authority raises no objection to the Reserved Matters Application. Detailed highway design, estate road construction, visibility, parking provision, swept path requirements, Travel Plan implementation and associated highway works are already secured through Conditions 5, 6, 7, 8 and 9 attached to outline planning permission PL/2023/01880 and will be subject to subsequent technical approval processes where appropriate.

Amanda Hall
Highways Development Management Engineer