Highway Development Control Consultation Response

Planning Application Ref: PL/2023/08204

Site Address: The Chalk Barn, Buttle Farm, Compton Bassett, Calne, SN11 8RE.

Proposal: Removal of Conditions 16 and 17 (Tourism Occupancy Restriction Conditions) and addition to plans set out within Informative 1 associated with N/10/00054/FUL relating to details of external elevation treatments and proposed boundary treatments defining residential curtilage. Replace with condition(s) restricting permanent occupancy to over 55's only plus dependent relatives and carers.

Date of Consultation Response: 06/11/2023

I refer to the above planning application dated 03/10/2023 seeking permission for the removal of conditions 16 and 17 of permission N/10/00054/FUL and to replace with conditions restricting permanent occupancy to over 55's only plus dependant relatives and carers.

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 sustainability of the site for residential development due 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 2021, 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.

The site is located with existing access onto a C Classified section of public highway subject to a speed limit of 30mph. The site is located on the western extents of Compton Bassett which is classified as a Small Village.

The proposals would not lead me to believe that the removal of conditions would result in any severe or detrimental effects on the surrounding highway network, the vehicle parking provision would remain and is sufficient and cycle parking storage is provided. No alterations to the existing access are proposed and the access is satisfactory for the intended use and the proposal would not be deemed a considerable intensification of the access.

Parking is provided within the curtilage of the proposed dwelling and a shared area for access/turning/visitor parking and cycle storage is proposed.

Other than the highlighted issues with sustainability, I would not wish to raise an objection in relation to highway capacity or safety.

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