

Highway Development Management Consultation Response

Planning Application Ref: PL/2025/02874

Site Address: Oaksey Park Golf and Leisure, Wick Road, Oaksey, Malmesbury, SN16 9SB.

Proposal: Change of use of land and proposed buildings associated with implemented phase IV holiday accommodation to class C3 residential use for independent older persons, together with formalisation of footpath connection, car parking and associated works (alteration to previously approved phase IV).

Date of Consultation Response: 19/05/2025

I refer to the above planning application dated 16/04/2025 seeking permission for a change of use of land and proposed buildings associated with implemented phase IV holiday accommodation to class C3 residential use for independent older persons, together with formalisation of footpath connection, car parking and associated works (alteration to previously approved phase IV).

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 2023, which aim 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 application site had previous permission for a total of 12 holiday let units, which have not been constructed. The site has a number of existing holiday lets which have been afforded residential dwelling status by virtue of amendments to previous conditions, albeit the properties were already constructed. It is now proposed to erect 12, 3-bed properties on the land with 26 vehicle parking spaces.

Access to the site is from The Street/Somerford Keynes Road, a C class road subject to a speed limit of 60mph at the access point. To the west of the access the speed limit lowers to 30mph on the Oaksey Entrance. There are no pedestrian facilities, and the site itself is far from existing infrastructure.

The proposed residential use of the site would not be considered to vary the traffic generation levels significantly from the previously approved scheme, each unit is proposed to have allocated parking provision in accordance with Wiltshire Councils Minimum Residential Parking Standards, this level of parking would not be discountable due to the location of the proposals. Each unit with an allocated parking space is now required to have at least 1 EV charging bay in line with National Government aspirations, the NPPF and Building Regulations Document S.

In the interests of encouraging sustainable travel, an element of cycle parking provision is also required, and this has been indicated as a minimum of 2 spaces per dwelling in secure storage within each curtilage. A minimum provision of 3 spaces for each unit would be

required based on the bedroom quantum and in accordance with minimum cycle parking standards set out by Wiltshire Council.

A 2m wide footpath is proposed through the adjacent woodlands to provide a link to Wick Road to the west of the site, this is a narrow C classified lane subject to a speed limit of 60mph for a short section where to the south there is a 20mph zone. It should be considered to widen this path link in order to encourage cyclists to link to the route as well as pedestrians. This path would not be considered for adoption but should be maintained in perpetuity as a link from the site to Wick Road.

I would not wish to raise a highway objection to the proposals, although it is recognised that the site would not be considered sustainable without viable alternatives to the use of the private motor vehicle such as cycling and walking. Therefore if the proposed path can be altered to allow for cyclists this would be considered a benefit to offering active travel alternatives.

If you have any queries regarding the above advice, please contact:
HighwaysDevelopment@wiltshire.gov.uk