

Highway Development Control Consultation Response

Planning Application Ref: PL/2024/11358

Site Address: Land at the rear of 2 Lydiard Green, Lydiard Millicent, Swindon, SN5 3LP.

Proposal: Erection of 3 dwellings after demolition of existing workshop buildings.

Date of Consultation Response: 08/09/2025

I refer to the above planning application dated 12/12/2024 seeking permission for the erection of 3 dwellings after demolition of existing workshop buildings. Revised plans have been received which lower the bedroom quantum of each dwelling to a 4-bedroom dwelling, this would not alter my previous response, which is detailed below for reference.

The site is located with existing access onto Lydiard Green, a C classified section of public highway subject to a speed limit of 30mph. There are no proposals to alter the existing access with the public highway, this serves the existing site and adjacent properties. The existing access is some 4.5m wide for the initial 10 m which narrows to 3m for a length of approximately 15m then within the site a 5m wide access road and shared surface is proposed, which decreases to 4m wide with access to vehicle parking and turning. There is a single visitor parking bay located on the stretch of access at the 5m width. Forward visibility on the narrow section of access is sufficient with space either side for vehicles to stop clear of the public highway and allow passage through.

Vehicle parking for each dwelling is provided in line with standards within garages and hardstanding and additional cycle parking is also provided to standard in sheds within the curtilage. The existing visibility splay at the access with the public highway is sufficient and remains unaltered.

Swept path analysis has been provided to indicate the accessibility of the site for the vehicles likely to require access and these demonstrate that access and egress is achievable in a forward gear. Visibility at the access has also been demonstrated adequately.

Tripe generation has been assessed for the existing and proposed use and shows that the proposed development would likely generate less trips in general than the existing use over the entire day, as such this is seen as beneficial to the surrounding road network. a slight increase in trip generation is noted in the PM peak period, however this would not be deemed a significant impact.

The proposal site would be outside of any development boundary as Lydiard Millicent is considered a large village, this would typically attract a highway objection on sustainable transport grounds. However, I do not feel that the proposed use would bring about an intensification of the existing site in terms of traffic generation and as demonstrated in the Transport Statement. Therefore, I would not wish to raise an objection to the proposals in relation to highways.

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

HighwaysDevelopment@wiltshire.gov.uk