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Design & Access Statement

Application for planning consent to create a new domestic vehicular access

At:

Wilds Farm, Sandridge, Bromham. SN15 2JN



*View of the principal elevation of Wilds Farm,
from the south-west.*

Introduction:

We are instructed by the applicant, Mr & Mrs Hood, (George & Becky) to seek planning consent for the creation of a safer vehicular access to serve their private parking and turning area at their family home known as Wilds Farm.

This would further improve the recently approved driveway and parking layout that formed part of the consented application ref: PL/2025/07355.

The application property:

Wilds Farm, (House) is a traditional detached two-storey stone-built house, fronting the main road, (A3102) and set alongside modern farm buildings. It is an attractive, double-fronted house which has a very unattractive rear elevational appearance and form resulting from several periods of alteration and addition over its lifetime. The photograph below shows that northern, (rear) elevation. The recently approved application ref: PL/2025/07355 proposes significant improvements to the external appearance of the house, particularly to the sides and rear elevations.....and also proposed an improved parking area to the west side of the house served by a driveway from the current parking on the east side of the house.



View of the rear, (north) elevation of Wilds Farm, from the north-east.

The proposal:

George & Becky wish to live at Wilds Farm for many years to come but need to create an improved home that is suitable for their growing and extended family. Part of this future relies on there being a safe vehicular access for entering and exiting the domestic curtilage from the main road, (A3102). At present, the vehicular access exits on to a very fast stretch of that road where visibility, particularly to the east is limited by a bend in the road and where a road junction directly opposite the current entrance to Wilds Farm causes some uncertainty in relation to priority of vehicles waiting to join the B3102.

The recently approved application included the creation of a better parking and turning space to the west of the house where the family could enter the house either through the traditional front door or through the consented new utility/boot room door. A new section of driveway would link the current vehicular access with this proposed new area of parking and turning.

In giving this additional thought, George & Becky have come to the sensible conclusion that if their vehicular access entered and exited their property via the land to the west of the house then this would be a much safer situation as the junction of that lane, (Sandridge Lane) with the A3102 enjoys improved visibility to the east by virtue of it being further from the bend in the main road, and further from the road junction to the south of the A3102.

By having the new access point this would also mean that more of the eastern part of the front garden, (currently lawn and planted borders could be left undisturbed when creating the approved parking and turning spaces.

Photographs of the proposed access location and other relevant views are included below:



View of Sandridge Lane and its junction with the A3102. The post & rail fence is where the new access would be formed into the garden of Wilds Farm on the right.



View, looking north along Sandridge Lane, showing the post & rail fence where the new access would be formed into the garden of Wilds Farm on the right.



View, looking further north along Sandridge Lane.



View, looking south-east along Sandridge Lane towards the A3102. The

Proposed location of the domestic access would be through the post & rail fence on the left.

The proposed entrance would also form a useful passing place as the lane nears the junction with the A3102.



View, looking east along the A3102 at the junction with Sandridge Lane.



View, looking west along the A3102 at the junction with Sandridge Lane.



View from within the garden of Wilds Farm at the point where the access would come through the hedge and fence boundary.

Area of proposal:

The area of the access and connection to the consented parking & turning would be approximately 23m².

Appearance:

The proposed access would be surfaced with tarmac to at least 5m from the carriageway. Block setts would provide a demarcation line between the tarmac entrance and the gravel driveway and turning.

Access:

The proposed access would be laid out as shown in the submitted plans. It would have a gradient of no greater than 1:8 for the first 5 metres until it levels out at the parking and turning area.

The bank edges of the sides of the access would be retained with dry-stone reveals.

Summary:

This proposal represents a sensitive and appropriate means of creating a safer domestic vehicular access into the curtilage of this family home, without causing any harmful impact to its setting, character or to the amenity of nearby properties.

Howard Waters *RIBA*

BA; B.Arch; MSc. (Conservation of Historic Buildings)

21st November 2025