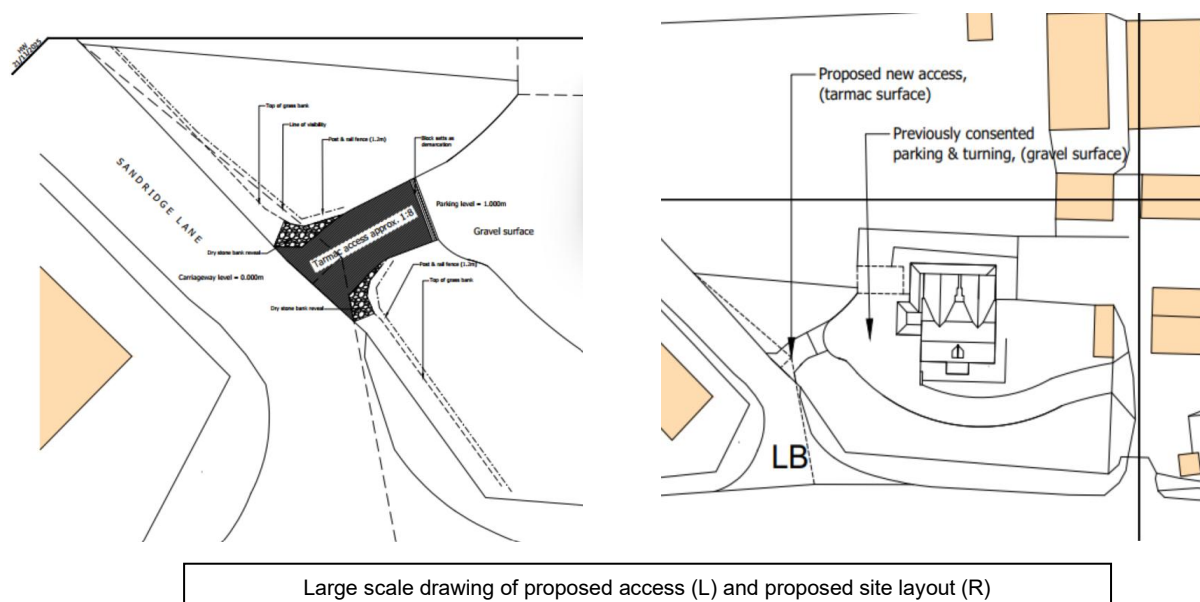


APPLICATION FOR FULL PLANNING PERMISSION DELEGATED REPORT

APPLICATION REFERENCE:	PL/2025/09366
APPLICATION TYPE:	Full planning permission
SITE ADDRESS:	Wilds Farm, Sandridge Lane, Bromham, Chippenham, Wilts, SN15 2JN
DEVELOPMENT DESCRIPTION:	Proposed private vehicular access to serve existing main dwelling.
RECOMMENDATION:	Approve with Conditions

PROPOSAL

The proposal seeks planning permission for the creation of a private vehicular access to serve the existing main dwelling. The application is submitted using full planning application forms.



A previous application was granted permission on this site under PL/2025/07355 for extensions to the existing dwelling, which included improved parking provision. The layout of the parking area and driveway were improved to enable vehicular access to the property from the SW side of the house. This current application seeks permission for an additional vehicular access to be created off of Sandridge Lane to the West.

The current vehicular access exits onto the main road, the A3102, which is a very busy road with limited visibility owing to the layout of the road and is also located directly opposite a road junction, which can prove hazardous.

The access subject to this application is proposed to be situated off of Sandridge Lane, which is off of the busy A3102. The proposal would include the removal of a section of the existing post and rail fence, with the access set back from the road junction with Sandridge Lane by approx. 11m.

The proposed access is proposed to be surfaced with tarmac to at least 5m from the carriageway. It is intended that block setts would provide a demarcation line between the tarmac entrance and the gravel driveway and turning. The access would be on an uphill gradient from the road, owing to the current land levels, before it evens out towards the previously permitted parking area (under reference PL/2025/07355). The bank edges along the sides of the access are shown as being finished with dry-stone reveals.

There is no proposal to close the existing access onto A3102 Westbrook Road.

SITE DESCRIPTION/CONTEXT

The property known as Wilds Farm is a two storey double fronted detached dwellinghouse of natural stone, render and brick construction with dark interlocking concrete tiles to the roof. The property is a standalone dwelling, located on Sandridge Lane on a corner plot which meets with Westbrook Road on the outskirts of Bromham. The property is set back from the road with established hedging and grass verge immediately in front and is located adjacent to a variety of modest agricultural buildings. The immediate surrounding area is characterised by a small number of single and two storey detached dwellings to the West and North West of the site, of brick and natural stone construction.

The existing access is from the main A3102 Westbrook Road, and appears to serve both the residential property as well as farm buildings also under the control of the applicant. The approximate location of the existing junction identified in the photograph below:



The nearest Public Rights of Way are located some distance from the proposed access location, being the MELW56 to the West of the Site and the MELW52 to the East.

There are no heritage or landscape designations covering the application site.

PLANNING HISTORY

Proposal / Summary
PL/2025/07355 - Householder planning permission Decision - Approve with Conditions Date: 5/11/2025 – Replace modern rear additions with a new two storey rear extension and single storey side extension including improved parking provision.

RELEVANT POLICIES AND GUIDANCE

Wiltshire Core Strategy

- Core Policy 57: Ensuring High Quality Design and Place Shaping
- Core Policy 60: Sustainable Transport
- Core Policy 61: Transport & Development
- Core Policy 62: Development Impacts on the Transport Network

Joint Melksham Neighbourhood Plan

- Policy 20: Locally Distinctive, High Quality Design

Supplementary Planning Documents and other Guidance

- Wiltshire Design Guide (adopted April 2024)
- Wiltshire Local Transport Plan 2011-2026, adopted 2015 - including the Car Parking Strategy and Cycling Strategy, adopted 2015

The National Planning Policy Framework (NPPF)

- Section 9: Promoting sustainable transport
- Section 12: Achieving well designed places

ISSUES

- Highway Impacts and Parking
- Design and Impact upon the upon the character and context of the area
- Residential amenity

CONSULTATION RESPONSES

Melksham Without Parish Council: No objection:

Melksham Without Parish Council noted that this proposal will provide a safer entry and exit to the property.

Wiltshire Council Highways: No objection subject to conditions:

I would usually request for an existing access to be stopped up before allowing the use of a new access. I am aware that Sandridge Lane is a dead end and will as such have limited traffic movement (limited to the dwellings residing - though I note there is a number of them) and such I believe that there is a benefit for the dwelling to be able to take access from both as and when they see fit. The movements of a single dwellings will be minimal and reduced further if they chose to use both but equally if they choose to use the new access as the soul one .

I am happy to offer no highway objection subject to the following conditions :

The development hereby permitted shall not be first brought into use/occupied until the first 2m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

No part of the development shall be first occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level, if there is or will be a hedgerow adjacent it must be set back 1m behind the splay line. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

Reason: To ensure that the highway is not inundated with private water.

INFORMATIVE

The application involves the creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application. The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of road side ditches) will require full Land Drainage Consent . Please contact the Drainage Team at Drainage@wiltshire.gov.uk

REPRESENTATIONS

In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), the application was publicised by way of neighbour notification letters sent to adjoining and nearby properties. No representations were received.

ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:

"If regard is to be had to the development plan for the purposes of any determination to be made under the planning Acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise."

In accordance with this statutory requirement, this application has been assessed against the relevant policies of the Development Plan, including the Wiltshire Core Strategy (2015) and, where applicable, any made Neighbourhood Plans. Consideration has also been given to the policies of the National Planning Policy Framework (NPPF) as a material consideration in the assessment.

Highway Impacts and Parking

Transport implications are a key factor in assessing planning applications. Proposals must demonstrate:

- Safe and suitable access for all users, including pedestrians, cyclists, and those with mobility impairments.
- No severe residual impacts on the surrounding highway network.
- Adequate parking and cycle provision, in line with adopted standards.
- Protection and enhancement of public rights of way and active travel routes.

Relevant policies include Core Policies 60, 61 and 62 of the Wiltshire Core Strategy, supported by the Wiltshire Local Transport Plan, Car Parking Strategy, and Cycling Strategy. Section 9 of the NPPF requires development proposals to ensure safe and suitable access for all users with the design of streets, parking areas, and transport elements reflecting national guidance.

Although not being identified by the Council's Highway Engineer as being unsafe, the submission suggests that the existing access to the A3102 affords compromised visibility to the East. It is suggested that a new secondary access will provide a safer alternative, given that Sandridge Lane is a no-through road with only a small number of dwellings located along the Lane. It is noted that Sandridge Lane does not have public footpaths either side for pedestrians.

The Council's Highways Engineer does not object to the proposal and, whilst there would be benefit in requiring the closure of the existing access onto the A3102, in this particular case the Highway Engineer is not suggesting any requirement to do so. Conditions in relation to surfacing and obstructions to visibility. There is no reason to disagree with that conclusion or recommendation, but it is clear that no elevations or cross-sections of the new access have been provided and, due to the acknowledged change in ground levels, it is considered necessary to alter the condition in respect of visibility splays so as to require such details to be submitted and agreed prior to its first use.

Accordingly, and subject to conditions, the access will provide adequate visibility splays, appropriate width and suitable surfacing to accommodate vehicular movements without detriment to highway safety. The linkage to the separately approved parking area in front of the residential property ensures that adequate parking space will be available. The proposed development is therefore considered to comply with WCS Core Policies 60, 61 and 62 as well as the Wiltshire Local Transport Plan 2011-2026 (including the Car Parking Strategy and Cycling Strategy, adopted 2015) and section 9 of the NPPF as the proposal helps enable safe and suitable access for all users and will not result in unacceptable impact on highway safety.

Design and Impact on the Character and Appearance of the Area

WCS Core Policy 57 requires development to respond positively to the existing townscape and landscape features in terms of building layouts, built form, height, mass, scale, elevational design and materials, with particular regard required for the compatibility of the design with the host dwelling and its surroundings, together with the relationship to adjoining buildings and spaces.

Core Policy 20 of the Joint Melksham Neighbourhood Plan 2 requires development proposals that contribute positively to the conservation, enhancement and extension of the quality and local distinctiveness of the neighbourhood area.

The Wiltshire Design Guide elaborates on WCS Core Policy 57 and requires consideration that should be given to the external appearance, design and materials used for development.

Section 12 of the NPPF emphasises design that is visually attractive, functionally effective and contributes to the quality of the built environment.

In this case, it is clear that there are several accesses to residential properties created along Sandridge Lane. To that extent, the installation of a new access of the type proposed will not be a novel feature.

However, it is evident that the new access will result in a break in the existing hedging and vegetation/banking as well as the post and rail fencing. Again, such breaks in those features are already found further along Sandridge Lane, but due to the acknowledged change in ground levels in this location and the lack of any cross-sections or elevations, the development does have the potential to result in a visually destructive format. For this reason, it is considered necessary to make use of a condition which requires the submission and agreement of such detail prior to the installation of any retaining wall/bank feature, the stone bank reveals, fencing so as to supplement the submitted access layout plan (drawing reference 24042-107).

Accordingly, and subject to conditions, the proposed residential access is considered acceptable in terms of its appearance and design and will meet with the requirements of Core Policy 57 to the Wiltshire Core Strategy, Policy 20 of the Joint Melksham Neighbourhood Plan, as well as section 12 of the NPPF.

Residential Amenity

Core Policy 57 (Point vii) of the Wiltshire Core Strategy requires development to respect the amenity of existing occupants and ensure appropriate amenity levels for future residents. The National Planning Policy Framework (NPPF), particularly Paragraph 135, reinforces the need for development to provide a high standard of amenity for both existing and future users.

The neighbouring properties most sensitive to the development are Sandridge Farm House, to the west of the site, and 280A Sandridge Lane to the NW. Sandridge Farm House is positioned opposite the host dwelling across Sandridge Lane. The orientation of Sandridge Farm House is such that the rear elevation overlooks the host dwellings west elevation, with the property featuring windows to both the ground and first floor. Views to the host dwelling are also partially obscured due to an existing outbuilding within the plot. There is an established hedge to the rear of Sandridge Farm House partially obscuring the ground floor windows outlook which will overlook the location for the proposed access, whilst the boundary treatment to the host dwelling is also an established hedging and a post and rail fence.

280A Sandridge Lane is a chalet bungalow with rear-facing views towards the new access. Wilds Farm benefits from a substantial rear garden and amenity space, creating a significant separation distance between the two properties. It is considered that the proposed works may not be partially visible to 280A from its position, however, given the spatial relationship and intervening distance, it is not considered to result in unacceptable impact on residential amenity.

Overall, it is concluded that the proposed works will not result in unacceptable impact on residential amenity, nor it is expected to result in any overbearing effects. The proposed access is not considered to introduce any significant increase in traffic movements that could harm the living conditions of adjacent occupiers, nor affect the existing access arrangements of the neighbouring properties themselves. Existing landscaping will also help to screen vantage points to the location of the access. Therefore, the proposed development is deemed to comply with Core Policy 57 and Appendix D of the Wiltshire Design Guide, as an appropriate level of amenity can be achieved.

CONCLUSION

Subject to conditions, the proposed development constitutes a safe form of vehicular access. Similarly, and subject to conditions requiring elevations and cross-sections, the proposed development will not result in unacceptable visual impact to the locality and will not result in unacceptable impact to residential amenity neighbouring properties. Overall, the proposal is in accordance with Core Policies 57, 60, 61, and 62 of the Wiltshire Core Strategy, policy 20 of the Joint Melksham Neighbourhood Plan, the Wiltshire Design Guide, the Wiltshire Local Transport Plan 2011-2026 and sections 9 and 12 of the NPPF.

RECOMMENDATION: That Planning Permission be GRANTED, subject to conditions

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON: To comply with the provisions of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

24042-100-E – Location and Block Plans – received 28.11.25

24042 -107 – Access Plan – received 28.11.25

REASON: For the avoidance of doubt and in the interests of proper planning.

3. The development hereby permitted shall not be first brought into use/occupied until the first 2m of the access, measured from the edge of the carriageway and/or whole of the parking area, has been consolidated and surfaced (not loose stone or gravel). The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

4. Prior to the first use of new access, the visibility splays shown on the approved plans shall have been provided with no obstruction to visibility at or above a height of 900mm above the nearside carriageway level, if there is or will be a hedgerow adjacent it must be set back 1m behind the splay line. The visibility splays shall always be maintained free of obstruction thereafter.

REASON: In the interests of highway safety

5. Notwithstanding the submitted details, the proposed development shall not be first used until means/works have been implemented to avoid private water from entering the highway.

REASON: To ensure that the highway is not inundated with private water.

6. Prior to the installation of the approved features set out in the access layout plan (reference 24042-107), details of all retaining features, the dry stone bank reveal, the post and rail fencing and all new and replacement hedging and other planting shall have been submitted to and agreed in writing by the Local Planning Authority. Such details shall include cross-sections and elevations where necessary as well as confirmation that the visibility splays specified within this permission will be possible. The development shall be carried out in accordance with the details so agreed.

REASON: In the absence of cross-sections and elevations in the application and light of the changing ground levels, so as to ensure a visually appropriate form of development in this rural location and to ensure a safe form of access is possible.

INFORMATIVE

The application involves the creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application. The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of road side ditches) will require full Land Drainage Consent . Please contact the Drainage Team at Drainage@wiltshire.gov.uk