

Highway Development Control Consultation Response

Planning Application Ref: PL/2025/09869

Site Address: Goatacre Farm, Goatacre Lane, Goatacre, Calne, SN11 9JA.

Proposal: Removal of existing buildings/structures and erection of 9 no. dwellings with associated parking, turning, landscaping, private amenity space and access arrangements.

Date of Consultation Response: 16/01/2026

I refer to the above planning application dated 18/12/2025 seeking permission for the removal of existing buildings/structures and erection of 9 no. dwellings with associated parking, turning, landscaping, private amenity space and access arrangements.

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, paras 102, 103, 108 & 110 of the National Planning Policy Framework 2018, 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 site is located with existing access onto Goatacre Lane, a section of unclassified public highway subject to a speed limit of 30mph. The access is private and owned by the applicant, currently there is parking adjacent to the access lane for use by the Cricket Club through an existing agreement. The access is proposed to be resurfaced with granite setts and block paving for a distance of 4.5m at the point where it meets the carriageway. This will require a licence/permit to carry out works within the public highway, the entire area would be within the public highway.

It is proposed to erect 9 dwellings within the site with a cul-de-sac/turning head, the initial driveway is long and narrow and as such two passing places are provided at appropriate points where forward visibility would become an issue if two vehicles were making conflicting movements. The proposals would not be considered an over intensification of the access over the previous use as a working farm and may have some benefit to amenity in the area by removing larger vehicle movements associated with farm operations.

The proposed dwellings will comprise of 2, 2-bed, 4, 3-bed, and 3, 4-bed units. Parking is either proposed as surface parking spaces, covered car ports or garages, and there are 2 visitor bays shown on the site layout. The vehicle parking proposals are in accordance with minimum standards.

No detail of EV charging or cycle parking has been provided, which is a requirement for new development at a rate of 1 EV Charging point per dwelling with allocated parking and the cycle parking requirements with regard to minimum standards are copied below for information.

Where no garages are proposed an element of cycle storage is expected for each dwelling in accordance with Wiltshire Council's LTP3 Cycling Strategy, Appendix 4 of this document contains Cycle Parking Standards for which I attach an extract below for information:

Land Use	Area	Minimum Cycle Parking Standards
C3 Dwelling	All areas	1 covered space per bedroom for up to 3-bedroom dwellings 3 covered spaces per unit for 4-bedroom dwellings 4 covered spaces per unit for 5-bedroom dwellings(etc) + 1 visitor space per 20 bedrooms

The cycle parking may be conditioned as part of any approval should the site be acceptable in planning terms.

A bin collection point is located within the private site, with no detail of swept path analysis for the likely size and type of vehicle accessing provided. Waste Management should be consulted with regard to access over private land for collection purposes and vehicle swept path analysis should be provided to ensure that the site is manoeuvrable by the size of vehicle required to access for collection purposes.

The existing access would be suitable for the domestic vehicular movements brought about by the proposals. It is recognised that the type of vehicle accessing the current site and proposed site would be a benefit to the adjacent Goatacre Lane, any access from the secondary access track to the south would not be possible by virtue of the site layout.

The vehicle trips associated with the proposed dwelling would not be considered of detriment to the surrounding highway network in terms of safety or capacity, there would however be a heavy reliance on the private motor vehicle for access.

Further information is required with regard to the swept path of a refuse vehicle within the site to ensure manoeuvrability and that the vehicle would be able to access and egress the public highway in a forward gear, advice should be taken from waste management in respect to access over the private lane.

If the swept path analysis for a refuse vehicle can be provided and demonstrates that there would be no issues with access as well as evidence of consultation with waste management in regard to accessing the site for collection, and additional detail of EV charging and cycle parking could be addressed then I will be in a position to make a recommendation with regard to the proposals.

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