

Application Number:	PL/2025/09697
Location:	Birdbush Park, Ludwell, SP7 9HH
Proposal:	Erection of a dwelling

[SP7 9HH - Google Maps](#)

[A30 - Google Maps](#)

I refer to the above planning application received on 10th February 2026 for the erection of a dwelling.

Proposal

The application proposes the erection of a new dwelling on land which is described in the application form as amenity grass.

The dwelling is proposed as a two storey 4-bedroom detached house with a detached double garage.

The dwelling would be located to the southern side of the private access road serving Birdbush Park, which is a mobile home park serving 6 dwellings.

Planning history

S/2008/0680 Proposed Additional Residential Mobile Home and Parking - Refused

S/2006/1320 Provision of Two Additional Park Homes on Park – Refused

PL/2022/04431 Use of Site for 12 Touring Caravans/Motorhomes adjoining site of Ye Olde Wheelwrights, Ludwell - Refused

16/01429/OUT Outline planning application for new two storey dwelling and detached garage with all matters reserved - Ye Olde Wheelwrights, Ludwell - Refused

20/00357/OUT Erection of detached dwelling and detached garage (Outline application with all matters reserved) Ye Olde Wheelwrights, Ludwell - Refused

Sustainability

The road fronting the site is the Class 1 Road, A30 Ludwell Hill which is subject to a 30mph speed. There are no footways in the vicinity of the site to provide access to the local facilities within Ludwell.

The site falls outside of the defined settlement boundary of Ludwell and is therefore contrary to Wiltshire Core Strategy Core Policy 60 and the National Planning Policy Framework 2025, which seek to locate dwellings in accessible locations.

Access and parking

The existing access road serving Birdbush Park is of approximately 3.5m wide and the Planning, Design and Access Statement advises the visibility from the access from a point 2.4m back into the access is some 34m to the northeast and 46m to the southwest. This level of visibility to the northeast falls slightly short of the recommended 43m set out in

Manual for Streets, however, it is considered that the visibility at the access is acceptable for an additional dwelling.

The width of the access is limited for vehicles wishing to enter at the same time as another vehicle was exiting, and it would be more appropriate if widened to allow for two cars to pass. Given that the red line boundary of the application site incorporates the access road, this is something that could be achieved and should be promoted as part of the proposal.

With regard to the parking provision for the dwelling, the application form states that 4 new parking spaces would be provided.

The submitted Drawing No.2671/2 indicates a double garage of dimensions 5.3 x 5.3m, which is not of acceptable dimensions to be considered appropriate for the parking of two cars, which should be 6m x 6m. Two parking spaces would be accommodated in front of the garage.

In accordance with the current Adopted Parking Standards set out in LTP3, a 4 bedroom dwelling would require the provision of 3 parking spaces.

Table 7.1 Minimum parking standards (allocated parking)

Bedrooms	Minimum spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor parking	0.2 spaces per dwelling (unallocated)

The 4-bedroom dwelling should also be provided with 3 cycle parking spaces which should be provided within a covered and secure storage area.

Summary and Recommendations

The site is located outside of the settlement boundary for Ludwell where there are no pedestrian facilities to provide safe access for pedestrians to the local facilities, and as such there should be a sustainability objection.

The proposed means of access and parking provision has not been demonstrated to be appropriate for the proposed development, however, amendments could be made to address this.

With regard to the detail of the access and parking, I recommend a holding objection and request that the applicant provides amended information to satisfy the requirements for car and cycle parking to accord with the current standards. I would also advise the applicant to consider the widening of the access road to enable two cars to pass at the point where the access road meets the highway.

Amanda Hall
Highways Development Management Engineer