

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/01215

Site Address: Chapel Cottage, Clevancy, Hilmarton, Calne, SN11 8ST.

Proposal: New residential access and driveway.

Date of Consultation Response: 23/03/2026

I refer to the above planning application dated 06/03/2026 seeking permission for a new residential access and driveway.

The site is located with existing pedestrian access onto an unclassified section of public highway, adjacent to an existing access for Clevancy Farm.

The proposals seek to provide a driveway with parking between the property and the existing farm access. This is proposed to be achieved by virtue of removing the boundary wall and pedestrian access, leaving an entirely open frontage of some 7.73m. The proposals have been stated as providing off-street vehicle parking for the property of 6 spaces, however the minimum required parking provision for a single dwelling of 4 bedrooms and above is some 3 spaces.

The wide access and proximity to the existing farm access could bring about conflicting vehicle movements in a limited space carriageway. It would be required to ensure that visibility for both the farm access and dwelling access is not adversely affected as well as ensure that pedestrian/vehicle visibility is achieved to an appropriate level. It would be preferred if the access was implemented with a narrower point where it meets the public highway and that vehicle turning is provided within the site, whilst achieving appropriate levels of vehicle parking.

The proposals may require a licence/permit to provide any alterations to the public highway which abuts the existing walled boundary treatment. Any surfacing of the driveway will be required to be consolidated for the first 5m to prevent loose material entering the public highway.

It is therefore required that amendments are made to the layout to accommodate a narrower access point, achieving a minimum of 3 vehicle parking spaces with turning on site to prevent reversing into the public highway at a point where conflicting movements would be likely due to the proximity of existing access. It is also required that appropriate visibility splays are demonstrated at the point of access with the public highway and also demonstrate no adverse impact on the existing farm access splays.

The principle of off-street parking within the curtilage may be considered acceptable if the further information requested demonstrates no adverse impact on the surrounding highway network or existing access points. If this can be demonstrated, then I will be in a position to make any highways recommendations with regard to conditions and informatives.

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

HighwaysDevelopment@wiltshire.gov.uk