

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: 15/04/2026

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. Amended plans with further detail have been submitted.

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.

EV and cycle parking provision has now been indicated, where there is no garage associated with the property, a bike store is proposed within the curtilage which is suitable for the storage of two cycles. The EV charging is appropriate at 1 point per dwelling. The cycle parking proposed is now in line with the required standards.

A bin collection point is located within the private site, detail of swept path analysis for the likely size and type of vehicle accessing is provided within the site. 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, whilst the internal site has been demonstrated to accommodate the vehicle manoeuvres, the point of access with the public highway has not been assessed to demonstrate safe access.

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.

The site access has two points of passing proposed, one of which is located outside of the red line, and therefore the viability of providing this may be questionable. I feel that this point of passing would be important to the site in order to minimise reversing manoeuvres into the public highway at the access, therefore either the access needs to be demonstrated with passing in the initial section or the passing point included within the red line.

Further information is required with regard to the swept path of a refuse vehicle to ensure manoeuvrability when accessing from and egressing to the public highway, 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 at the point of access/egress with the public highway 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 the passing points clarified or demonstrated as safe within the initial section of the access, then I will be in a position to make recommendation in regard to highways.

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

HighwaysDevelopment@wiltshire.gov.uk