

Neil Ward



10TH May 2026

Objection – PL/2026/02078

Dear Planning

I wish to object to the new additional dwelling based at Ausonia, 65 West Street for the following reasons below

1 - Highway safety and Traffic

As Wiltshire Highways have already advised. The existing access from the driveway based on West Street is substandard in terms of visibility and width for shared use. There are no adequate splays and no option for two vehicles to pass.

West Street is a busy road with lots of traffic, the proposal will result in extra use by an extra 6 vehicles, resulting in vehicles meeting each other on a narrow driveway, a vehicle driving down the driveway could meet a vehicle driving up the driveway, There would be no way to safely pass or stop, and no vehicle could reverse back onto the street as this a blind spot and could cause a serious accident if they had to perform this manoeuvre, Our property (63) faces out onto oncoming traffic, visibility is already restricted and would result with a vehicle wanting to enter the driveway at the same time a vehicle wishes to exit, causing traffic delays and potential accidents. This is due to no highway splays and an entrance of less than 3m wide.

We must also take into account the West Urban extension of Jubilee Gardens and Cley Hill view which accounts for an extra 1500+ homes, this adds to the already busy road traffic and creates more potential issues.

I have added 3 photos below taken at different times which show vehicles incorrectly positioned and have caused unsafe conditions, vehicles unable to park or pass. And also I have added a photo that show the view/width of the street and limited vision.



Please also note that there is a front door on the side of the building for 63 West Street, which leads directly onto the shared access, stepping out onto this, with the added potential of 6 extra vehicles could lead to a serious accident, or serious injury. This access is also shared with 57,59 and 61 West Street for pedestrian purposes, accessing their homes, cycles and bins who could also be placed at potential risk.

Our 2 vehicles, parked on our land, would also be at risk. We have to reverse out of a blind spot onto the driveway unable to see oncoming traffic,



And as per the comments via Wiltshire Highways. The proposals are thus contrary to **NPPF 2024 Section 9, paras 109-111, 115 & 117 and Wiltshire Core Strategy, Core Policies 57, 60 & 61**

These policies include that a key consideration is to ensure that development proposals achieve a suitable connection to the highway that is safe for all road users.

Core Policy 61 Notes that the proposal must be capable of being served by safe access to the highway network, and that it is fit for purpose.

The latest version of **National Planning Policy Framework (NPPF)** sets out the government's requirements for how transport impacts of new developments are assessed and managed.

Here is a breakdown of what these specific sections noted by Highways refer to, I have made comments on what is relevant to this development.

- **Paragraph 109 & 110: Vision-Led Approach & Early Engagement**
 - **Paragraph 111: Sustainable Transport Networks**
 - **Paragraph 115: Assessing Site Access and Impacts**
 - **What it is:** Sets the criteria for evaluating transport on specific development sites.
 - **Key Focus:** Ensures safe, suitable access for all users, prioritizes sustainable modes, and requires that significant impacts on the network be mitigated "to an acceptable degree". []
 - **Paragraph 117: Sustainable Travel Priorities**
 - **What it is:** Explicitly dictates the priority order for transport design in new developments.
 - **Key Focus:** Applications must:
 1. Prioritize pedestrian and cycle movements.
 2. Facilitate access to high-quality public transport.
 3. Address the needs of people with disabilities.
 4. Create safe, secure, and attractive layouts that reduce vehicle conflict.
- [1, 2]

Proposals that fail to promote these sustainable methods, or that create excessive car dependence, are deemed contrary to these specific 2024 NPPF paragraphs, All of the above are reflected within this proposal, and highlight reasons why this development should be rejected.

2 - Fire Safety/Access

We have noted the lack of safe access and width and visibility. It should be noted that the development may put life at risk if the below is not properly assessed or looked at. There is no statement or explanation from the Architect in regard to emergency vehicle access which is very worrying. Based on a lack of clarity, the below needs to be reviewed. The residents of our street are worried about this.

The below government advice should be looked at and noted. Below is the relevant link.

[gov.uk/government/publications/fire-safety-approved-document](https://assets.publishing.service.gov.uk/media/67d2bb074702aacd2251cb94/Approved_Document_B_volume_1_Dwellings_2019_edition_incorporating_2020_2022_and_2025_amendments_collated_with_2026_and_2029_amendments.pdf)

https://assets.publishing.service.gov.uk/media/67d2bb074702aacd2251cb94/Approved_Document_B_volume_1_Dwellings_2019_edition_incorporating_2020_2022_and_2025_amendments_collated_with_2026_and_2029_amendments.pdf

Starting with Section B5 13.1 States a fire pump/engine/tender should be able to reach 45 Meters of all points inside the house, 13.3 Access routes and hard standings should comply with Diagram and table 13.1, Turning facilities should also comply with diagram 13.1 as per the below.

As per section B5 Table 13.1 - Minimum width of road should be 3.7m and minimum width of gateway should be 3.1m, The driveway entrance and access in some areas is only 2.8m, so would be too narrow for a Fire Pump to access and also the new additional dwelling is over 45m from the kerb, so how would an Engine and fire equipment be able to reach the property? And how would it turn?

There would also be a horrible potential scenario, there is a fire at night, on street parking is full, light is poor, there is complete darkness behind our building and there is already limited access to the property, the pump may end up blocking the road or being unable to turn anywhere.

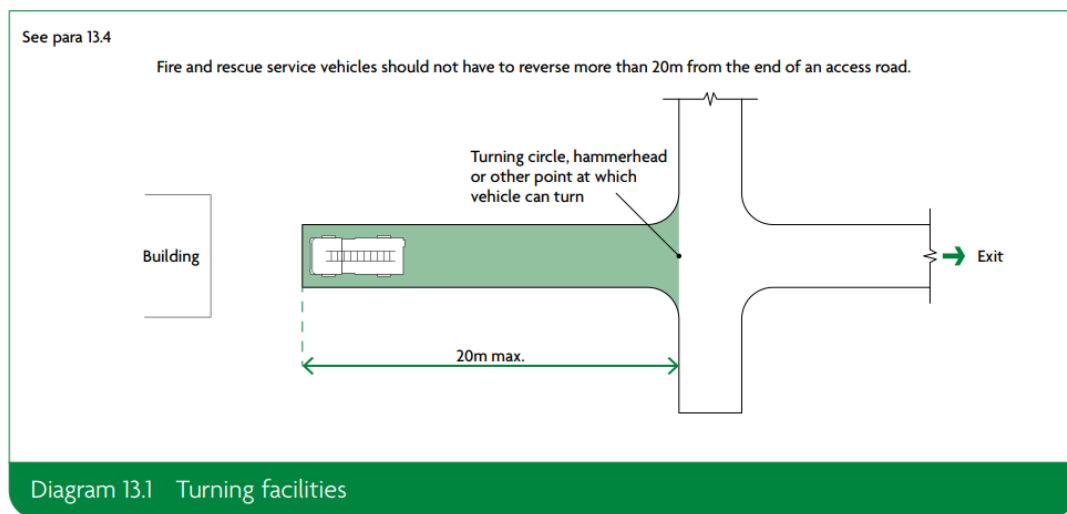
Table 13.1 Typical fire and rescue service

Appliance type	Minimum width of road between kerbs (m)	Minimum width of gateways (m)
Pump	3.7	3.1
High reach	3.7	3.1

NOTES:

13.3 Access routes and hardstandings should comply with the guidance in Table 13.1.

13.4 Dead-end access routes longer than 20m require turning facilities, as in Diagram 13.1. Turning facilities should comply with the guidance in Table 13.1.



3 - Planning, Design and Highway Access Safety Concerns

Based on the stated working area of approximately 1,000 square metres and the anticipated excavation depth, it is estimated that up to 2,500 tonnes of material may require removal. Using standard 20-tonne HGVs, this would equate to approximately 125–150 plus vehicle movements to and from the site. The scale of such movements is significant, none of which has been demonstrated within the application.

In this context, the proposal raises clear conflict with **Wiltshire Core Policy 61 (Transport and New Development)**, which requires that new development provides safe access and does not result in an unacceptable impact on the highway network. The site access arrangements appear constrained and unsuitable for large construction vehicles, with insufficient space to safely enter, exit, or manoeuvre without encroaching onto the public highway or surrounding land. This presents a material risk of:

- Obstruction and congestion on the highway network
- Increased risk of vehicular conflict and accidents
- Danger to pedestrians and other road users
- Damage to parked vehicles and adjacent property

The absence of a defined traffic routing strategy, delivery scheduling, or on-site turning provision means the development has not demonstrated compliance with the safety and capacity expectations of Core Policy 61.

The current reliance on inadequate measures—such as requesting residents to vacate parking spaces so vehicles can manoeuvre—fails to meet the standard of coordinated, considerate design and place shaping expected under this policy. Why should homeowners change their routines for this development.

Residents of West Street have already remarked on how unsafe the lorry manoeuvres and access can be on these occasions. This is due to the current width of the street

Such an approach would likely displace parking pressures into surrounding streets, intensify local congestion, and create further safety risks, including potential obstruction of emergency access. It also demonstrates a lack of regard for existing residential amenity and the practical realities of the site's constraints.

In the absence of a detailed plan, safe access design, and enforceable traffic management plan—the proposal fails to demonstrate that it would not result in unacceptable impacts on highway safety, local infrastructure, or residential amenity.

We have based this on the current slope that is in place, where the property would be placed, it is not clear from the drawings/elevations if the high slope area is to be excavated, the elevations do not show this detail. If excavations and removal of soil were to take place, damage to 63 West Street would be great.

4 – Sustainability and Conservation

The planning application advises that a Bio Diversity rating over 10% can be achieved, how can this be achieved, based on the above works, addition of vehicles/traffic/pollution and design. The area, which was once an allotment based in a conservation area which had never had buildings placed on it, will be ruined and the current biodiversity the area enjoys will be stripped away. There are trees on the East boundary which should remain and the size and scale and materials of the property does not reflect the area.

Summary - Objection

Based on all of the above data and information, we strongly object to this planning application, we feel this development is against Development Plan Policy, Government Guidance, Highway safety and traffic, conservation, noise disturbance, danger to property, people, environment, adding to this, the lack of access and Wiltshire highways negative feedback and objection makes this development unfeasible. All of this has been covered above.

Yours faithfully – Mr Neil Ward