

Application Number:	PL/2026/02539
Location:	Gas Cottage, Home Farm, Humber Lane, Tidworth
Proposal:	Demolition of existing lean-to, removal of mobile home, erection of a subservient extension to the dwelling linking to the existing outbuilding, formation of front courtyard, new gated access to retained rear walled garden, continued provision of 3 parking spaces, and associated hard and soft landscaping including new 120m native hedgerow planting.

[Humber Ln - Google Maps](#)

Introduction and Proposal

I refer to the above householder planning application which involves the removal of an existing mobile home and demolition of an existing lean-to building, with the erection of an extension to the existing dwelling which will also include a link to an existing outbuilding.

The existing dwelling is a two storey two-bedroom house with a separate outbuilding, which has been unoccupied for some time. The proposed extended dwelling would provide four bedrooms and would include a home office and the use of the outbuilding as a studio.

It is noted that the north-eastern part of the dwelling which contains bedroom 4 also provides a kitchen and living area at ground floor with a separate entrance from the courtyard, and whilst there is a connecting door to the main extension to the dwelling, this accommodation is laid out as a self-contained annexe, and would need to be conditioned to ensure it is not occupied independently of the main dwelling.

A new courtyard is proposed to serve as the entrance to the dwelling.

Sustainability

The site lies outside of the settlement boundary for Tidworth, with no footway connections adjoining the public highway to local facilities. There is, however, access to public transport services on Bulford Road to the West, approximately 320 metres, from the application site which offers some alternative modes of travel.

Access and Parking

The means of access serving the site is a Public Right of Way, Bridleway STID24, which is accessed from the Class 3 Road known as Bulford Road to the west of the application site.

Given that the application site has previously been occupied as a dwelling, it is presumed that an established and authorised right of vehicular access exists, and therefore the full means of access to connect to the public highway should be included within the red line boundary of the site.

A gravel parking area exists within the site, which is proposed to be retained and improved to provide for parking and turning facilities for the dwelling.

In accordance with the current parking standards, a four-bedroom dwelling would be required to have 3 car parking spaces, and this has been indicated to be achievable within the proposed access track/parking area, and also includes sufficient room for manoeuvring.

It is noted that the swept path movements of a refuse vehicle have been included on the Proposed Master Plan with the Planning, Design and Access Statement advising that *“Housholder black bin and other recycling bins are proposed for ease of access and safe turning for the ‘bin-lorry’.”*

Whilst it is shown that the bin lorry would be able to manoeuvre to collect waste and recycling from the dwelling, the access for the refuse vehicle would be via Bridleway STID24, and not the kerbside collection as generally required.

Although the proposed storage point for bins is considered acceptable, the indication that access for refuse vehicles would be accommodated on the Bridleway is not accepted, and the applicants would need to agree with the Waste Management Team where the most appropriate collection point would be from the nearest adopted public highway.

Council collection trucks are not expected to drive down unadopted roads or bridleways due to access, manoeuvrability, and potential damage to the unpaved surface. The applicants would therefore need to seek the advice and approval of the Waste Management Team on the most appropriate location for waste and recycling collections.

Cycle Storage

In accordance with the LTP Cycling Strategy, the dwelling should make provision within the site for the secure storage for 3 cycles, the details of which can be secured by condition.

Summary and Recommendations

The proposal seeks the extension to an existing unoccupied dwelling to increase the accommodation from a 2-bedroom unit to a 4-bedroom unit, with seemingly some element of annexe accommodation.

On the basis that there would be no increase in the number of residential units, and no negative changes to the means of access and parking to serve the dwelling, there would be no highway objections, in principle.

The means of access to the dwelling is via a Bridleway for which rights of access are presumed to exist, but the means of access to connect to the public highway should be included within the red line application site.

The means of waste and recycling collections needs to be established, as Council refuse vehicles would not collect from the site, and collections would be expected from the public highway, which is some distance from the application site.

Subject to details of the red line boundary including the means of access to the public highway, no highway objection is raised to the proposals and the following conditions are recommended.

Restriction on Occupancy

The original dwelling accommodation shall not be occupied at any time other than for purposes ancillary to the residential use of the extended dwelling known as Gas Cottage.

REASON: The accommodation is sited in a position where the Local Planning Authority, having regard to the reasonable standards of residential amenity, access, and planning policies pertaining to the area, would not permit a wholly separate dwelling.

Construction Traffic

No construction vehicle access may be taken along Bridleway STID24 without prior consultation with the Wiltshire Council Rights of Way Warden. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Rights of Way Warden.

Reason: To ensure the public right of way remains available and convenient for public use.

Cycle Storage

The dwelling shall not be occupied until three covered and secure cycle parking spaces have been provided in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable transport choices and to accord with LTP Cycling Strategy.

Amanda Hall
Highways Development Management Engineer