

Application Number:	PL/2026/02680
Location:	Land at Blackmore Farm, Sandridge Common, Melksham, SN12 7QS
Proposal:	Application to discharge conditions 7 and 20 pursuant to planning permission ref. PL/2023/11188, Phase 1.

[Sandridge Common - Google Maps](#)

Introduction and Proposal

I refer to the above planning application regarding the discharge of conditions 7 and 20 of permission for PL/2023/11188.

The conditions are repeated below, followed by the HDM comments/recommendations.

- 7 Prior to the commencement of works on any given development phase, details of the estate roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfalls, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, drive gradients, car parking and street furniture, including the timetable for the provision of such works (for that phase) shall be submitted to and approved in writing by the Local planning Authority. Each phase of the development shall not be first occupied until the works have been undertaken in accordance with the approved details and timetable.

REASON: In order that the development is undertaken in an acceptable manner and to ensure that the roads are laid out and constructed in a satisfactory manner.

The HDM Team has reviewed the submitted details in support of the discharge of Condition 7 and raises the following concerns.

Condition 7 requires the submission of detailed design information relating to estate roads and associated infrastructure, including carriageways, footways, junctions, visibility splays and gradients, prior to commencement of each phase.

However, in this instance, the submitted details go beyond the scope of a condition discharge and instead seek to establish the internal road layout and movement framework for Phase 1.

The outline planning permission was granted with only access approved; all other matters, including layout, were explicitly reserved for subsequent approval under Reserved Matters.

The internal road network forms an integral part of the layout of the development, as it defines:

- The arrangement and connectivity of development parcels
- The hierarchy and alignment of streets
- The relationship between built form and movement routes

As such, these matters fall squarely within the reserved matter of layout, rather than being limited to detailed engineering design.

The submitted Phase 1 plan shows:

- Defined internal road alignments
- Adoptable highway extents
- Junction arrangements and street hierarchy

These elements collectively determine the structural layout of the development, rather than merely providing detailed technical specifications of an already approved layout.

Furthermore, the illustrative masterplan submitted at outline stage was clearly identified as indicative only and subject to detailed design and does not constitute an approved layout framework.

A Reserved Matters application (ref. PL/2026/01555) has been submitted to establish the Phase 1 layout, including the internal road network. The detailed engineering information required by Condition 7 should follow the approval of that layout.

Approving the submitted details at this stage would effectively determine a reserved matter (layout) outside of the Reserved Matters process, which is not considered appropriate.

The Highway Authority therefore objects to the discharge of Condition 7 at this time.

Condition 7 may be discharged following the approval of the corresponding Reserved Matters application and submission of detailed engineering drawings consistent with that approved layout.

- 20 No external lighting shall be installed on site for each phase of the development until plans showing the type of light appliance, the height and position of fitting, illumination levels and light spillage have been submitted to and approved in writing by the Local Planning Authority. The plans will be in accordance with the appropriate Environmental Zone standards set out by the Institution of Lighting Professionals (ILP) Guidance Notes on the Avoidance of Obtrusive Light (GN 01/2021) and Guidance note GN08/23 "Bats and artificial lighting at night", issued by the Bat Conservation Trust and Institution of Lighting Professionals.

The approved lighting shall be installed and maintained in accordance with the approved details and no additional public external lighting shall be installed, unless approved in writing by the Council.

REASON: In the interests of the amenities of the area, to minimise unnecessary light spillage above and outside the development site.

The Local Highway Authority notes that the submitted details relate to street lighting within areas intended for adoption.

Street lighting forms part of the adoptable highway infrastructure and will be subject to full technical review and approval under a future Section 38 Agreement. The detailed design, including column locations, lighting levels, electrical specification, and compliance with Wiltshire Council standards, will be secured through that separate process.

Accordingly, the Highway Authority does not consider it necessary or appropriate to undertake detailed technical assessment of the street lighting proposals at this stage, as this will be secured through the Section 38 process.

The Authority therefore raises no objection in principle to the discharge of this condition, on the basis that:

- The submitted details are indicative only; and
- Full approval of street lighting will be secured through the Section 38 process prior to construction.

Amanda Hall
Highways Development Management Engineer