

Planning Objection Letter

Application Reference: PL/2026/02893
Site: The White Horse Inn, Compton Bassett SN11 8RG
Proposal: New Vehicular Access to Car Park

1. Introduction

We wish to formally object to the proposed new vehicular access serving the car park at The White Horse Inn.

We fully support the reopening and improvement of The White Horse Inn as a valued community asset. However, we object to the proposed location of the new access because it would result in unacceptable impacts on highway safety, pedestrian safety and the residential amenity of neighbouring properties, particularly our home at 47 Compton Bassett.

2. Highway Safety

The proposed access is positioned in close proximity to the junction with Briar Leaze on the main village road. This creates a constrained section of highway where turning movements associated with the new access, vehicles entering and leaving Briar Leaze, and through traffic would all occur within a relatively short distance.

The proposal would introduce multiple conflict points, increasing the likelihood of turning-related collisions and unsafe manoeuvres. Drivers using the proposed access would be required to assess approaching traffic while simultaneously responding to vehicles emerging from Briar Leaze and neighbouring residential driveways.

The road is already subject to known vehicle speed concerns, as evidenced by regular Community Speed Watch activity. Introducing an additional vehicular access at this location would increase interaction between turning traffic and vehicles travelling along the main road, reducing existing safety margins.

The access may also need to accommodate servicing and delivery vehicles associated with the public house, including larger goods vehicles. These vehicles require greater turning space and longer manoeuvring times, increasing potential conflict with passing traffic and pedestrians.

Furthermore, it has not been demonstrated that the proposed access can achieve appropriate visibility splays, taking account of the nearby junction, existing residential accesses, parked vehicles and the alignment of the highway. We respectfully request that the Highway Authority carefully assesses whether the proposal provides safe visibility for vehicles entering and leaving the site.

3. Pedestrian Safety

This section of road is used by pedestrians accessing village facilities, including families with children, visitors to the public house and children using the nearby school bus collection and drop-off point near to No. 47 Compton Bassett.

The introduction of an additional vehicular access would increase the interaction between vehicles and pedestrians in what is currently an informal roadside environment. This is of particular concern during school transport times when vulnerable road users are present.

4. Local Highway Constraints and Residential Interface

The proposed access would be located directly opposite our existing residential driveway where vehicles park to drop off deliveries etc. As this is a Class C road it is acceptable for all delivery vehicles and trades vehicles to drop off at roadside throughout the village. Whilst we understand

that this is not a legal entitlement it is the only way for Number 47 to receive deliveries and as such compromises our residential amenity.

The proposal would create a new vehicle conflict point directly opposite an existing residential access. Vehicles entering and leaving both accesses would be required to negotiate opposing turning movements while monitoring through traffic and parked vehicles. This would inevitably increase the complexity of manoeuvring safely into and out of our property which is already difficult and reduce highway safety for all road users.

The cumulative effect of the nearby junction, existing residential accesses, on-street parking and the proposed new access would create a constrained highway environment with reduced safety margins.

5. Residential Amenity

As the occupiers of No. 47 Compton Bassett, directly opposite the proposed access, we would experience a significant adverse impact on the enjoyment of our home.

Vehicles entering and leaving the site would be directly aligned with our principal living room and kitchen windows. Because our property is situated at a lower level than the highway, vehicle headlights would shine directly into these habitable rooms during the hours of darkness. This would result in intrusive light pollution and repeated disturbance, particularly during the winter months.

Vehicles waiting to exit the site would also have a direct view into our principal living areas, resulting in a noticeable loss of privacy.

We are aware of a previous incident in which a vehicle left the existing public house access and entered the hedge at the upper end of our property. Whilst this was an isolated incident, it illustrates the importance of ensuring that any replacement access is located where highway risks are minimised. We are concerned that if this were to happen from the new access road from the public house the vehicle would be straight into our property.

The proposal would also generate increased noise from braking, acceleration, tyres travelling over the proposed gravel surface, delivery vehicles, car doors closing and customers arriving and departing. These impacts would be particularly noticeable during evenings, weekends and at public house closing times when traffic movements are likely to be concentrated. The cumulative effect would materially diminish the reasonable enjoyment of our home.

6. Alternative Access Considerations

We understand that relocation of the access is proposed as a consequence of the planned extension to the public house. However, this does not in itself justify introducing a new vehicular access in a location where there are demonstrable highway and residential constraints.

An alternative access arrangement from the Briar Leaze side of the site, subject to detailed design and technical assessment, appears likely to provide a safer solution. Such an arrangement would reduce conflict with traffic on the main road and avoid concentrating vehicle movements directly opposite existing residential properties.

7. Planning Considerations

In our view, the application has not demonstrated that the proposed access provides a safe and suitable means of access for all highway users, nor that it would avoid unacceptable impacts on neighbouring residential amenity.

We respectfully request that the Local Planning Authority and Highway Authority give particular consideration to:

* Whether appropriate visibility splays can be achieved in practice.

- * The interaction between the proposed access, the Briar Leaze junction and existing residential driveways.
- * Vehicle tracking for delivery and servicing vehicles.
- * The cumulative impact of these constraints on highway safety.
- * The impact of vehicle headlights, noise and loss of privacy on neighbouring residential properties.

8. Conclusion

Whilst we fully support the reopening and long-term success of The White Horse Inn, we strongly object to the proposed location of the new vehicular access.

The combination of its proximity to the Briar Leaze junction, known vehicle speed concerns, pedestrian activity including school-related movements, on-street parking, direct conflict with existing residential driveways and the significant impact on the residential amenity of No. 47 Compton Bassett creates a highway environment with multiple conflict points and reduced safety margins.

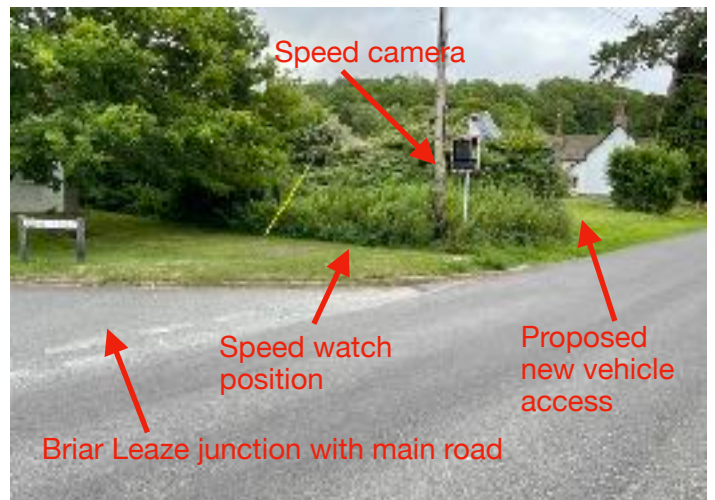
Taken together, these factors demonstrate that the proposed access has the potential to result in unacceptable impacts on highway safety and neighbouring residential amenity.

We therefore respectfully request that Wiltshire Council refuses this element of the application or, alternatively, requires the applicant to investigate a safer and more appropriate access arrangement elsewhere within the site.

Please refer to the accompanying photographs and supporting information, which illustrate the existing highway conditions, the relationship between the proposed access and neighbouring residential properties, and the constraints identified within this objection.



View showing proposed access on RHS, proximity to Briar Leaze on RHS and driveway to number 47 opposite. Speed watch is conducted on the Briar Leaze side of the hedge.



Proximity of Briar Leaze junction to new proposed vehicle access



View of number 47 from proposed new vehicle entrance - note position/height of windows in relation to road.



View of proposed vehicle access from drive of number 47



School bus drop-off point between telegraph pole and number 47



View from living room window (RH window viewed from outside. Note downward slope and additional steps down to property)



View from kitchen window (LH window viewed from outside)

Senior police team visits to review traffic concerns



Perry Payne, John Derryman, and PC Nick Dorey

As a result of ongoing concerns about the impact of volume, speed and alleged illegal access through the village, three senior representatives of Wiltshire Police visited the Parish in recent months.

John Derryman, Chief of Corporate Services at Wiltshire Police, Perry Payne from the Wiltshire and Swindon Road Safety Partnership, and PC Nick Dorey of the Neighbourhood Policing Team in Calne all attended a recent meeting of Compton Bassett Parish Council. Residents had the opportunity to discuss one of the village's biggest concerns: traffic. John Derryman attended on behalf of Wiltshire Police and passed on the kind regards of Chief Constable Catherine Roper.

The council had submitted several questions in advance, ensuring the evening focused on the issues that matter most to villagers. Chief among them was the growing volume of vehicles using the village roads and the dangerous speed at which many are travelling. Residents explained that traffic has risen significantly in recent years, bringing greater concerns for safety and peace of mind.

Councillors highlighted that Compton Bassett now has two new Speed Indicator Devices (SIDs) in operation, along with an Automatic Number Plate Recognition camera (ANPR). While these devices cannot directly lead to prosecutions, Mr Derryman explained that they provide valuable intelligence to Wiltshire Police. Since police began using SID data, the number of speeding drivers identified and caught has risen considerably.

He outlined the range of measures used to tackle dangerous driving, including road policing units, neighbourhood policing teams, community speedwatch volunteers, SIDs and ANPR technology. Residents were also reminded that incidents can

be reported through the Wiltshire Police website, while dash-cam, CCTV or mobile phone footage of dangerous driving can be submitted online.

The meeting also addressed concerns raised by a resident about tractors and trailers hauling stone and rubble through the village for several weeks during 2025. It was clarified that responsibility for testing the safety and licensing of commercial operators lies with the Driver and Vehicle Standards Agency rather than the police. This did not stop the irritation caused by these vehicles thundering through the village, and one resident felt especially exercised having undertaken his own research into what he felt was the illegality of those transgressing, claiming to farm whilst actually transporting industrial aggregate.

Looking ahead, the Parish Council agreed to send SID data to Wiltshire Police for the next six months. At the end of that period, both sides will review what progress has been made. Councillors will also maintain direct contact with the neighbourhood policing team regarding persistent offenders.

Wiltshire Police praised Compton Bassett Parish Council for its proactive work on behalf of residents. Special recognition was also given to Councillor Lloyd-Davies, who has devoted considerable time to managing SID and ANPR information — work that will continue in the months ahead.



Village volunteers in action for a speedwatch session

Article from Spring 2026 Compton Bassett Matters publication

Note article includes photograph of speed watch patrol and proximity to proposed new entrance and 47 Compton Bassett