

Highway Development Control Consultation Response

Planning Application Ref : PL/2026/04847

**Description /Location : Nonsuch House, Westbrok Bromham
Hotel and Leisure Use**

Date of response 21/09/2026

Dear Oliver

I have considered the information provided and I am minded to provide the following comments.

The location is one which is (as the applicant appears to acknowledge) contrary to both National and Local policies which encourage development to be accessible without the reliance on the use of a motor vehicle in particular as there is a limitation in the bus services and accessibility to the bus stops. As such there is an objection on this basis.

However, if this is set aside I am minded that the following highway comments stand:

Traffic Movements.

The proposal appears to operate as a destination hotel , with on site spa and other leisure facilities. I note that there is a suggestion that there may be non-guest visitors. The technical note provided by the applicant provides a thorough outline and interrogation of the potential vehicle numbers and based on the information provided I am content that a simple priority junction is suitable. Please note that if there is ever an intention for the use of the site for large events such as weddings I would require more analysis and would potentially require some mitigation in the form of a right hand turn lane. I am aware of the ability for the site to hold a certain number of large events under PD but I am referring to a permanent approval.

Parking

I am willing to accept the analysis and reasoning behind the proposed number of parkign spaces. The applicant should provide at least 1 EV charging space per 5 spaces.

No part of the development hereby permitted shall be **first brought into** until the **turning and parking spaces (to include 1 EV space per 5 spaces)** have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

Access and Visibility at main access

I am content that the applicant has demonstrated the correct level of visibility (including forward visibility) based on the speeds of the adjacent highway at the main junction and the access design is acceptable for the number and types of vehicles attracted to the proposed use.

As such I would be happy to condition the access as per the following conditions:

No part of the development shall be first brought into **use** , until the visibility splays shown on the approved plans (2212-014 SK02 A) have been provided with no obstruction to visibility at or above a height of **900mm** above the nearside carriageway level, **if there is or will be a hedgerow adjacent it must be set back 1m behind the splay line**. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

The development hereby permitted shall not be first brought into **use** until the first **10m** of the access, measured from the edge of the carriageway has been consolidated and surfaced (not loose stone or gravel). Any gates will be erected at 5m and must be made to open away from the highway. The access shall be maintained as such thereafter.

REASON: In the interests of highway safety

Before first use /occupation the access shall be constructed as per drawing 2212-014 SK02 A with 10m radii kerbs and a width of 6m for the first 10m.

REASON : In the interests of highway safety

PROW BROM1A and Residential units.

There is a proposal to introduce two units taking access over the Bridleway BROM1A. The current width and junction arrangement is not suitable for the increase in vehicle movements and the applicant should provide improvements. I note my PROW colleague has already requested a payment of £10k towards surfacing improvements and I support this . However, I am of the opinion that there should also be some improvements to the geometry of the PROW to allow both vehicles and the pedestrian/horse riders to utilise the PROW safely.

The applicant should be providing a visibility splay secured clear of obstruction at and above 900mm . This can be conditioned to be submitted later or they can provide a drawing to be approved.

The applicant should be providing a widening of BROM1A from its junction with the A3102 to the furthest boundary of the second unit. They should be aiming to achieve a minimum of 4.1m (Manual for Streets) to allow for conflicting vehicle and pedestrian movements. This should be achievable within their own land ownership but where it is not I would accept a localised narrowing. I invite the applicant to provide a drawing for approval.

The PROW is well used and the proposal will introduce emerging vehicle movements. As such the applicant should demonstrate a visibility splay for both driveways of 2.4m x 17m to the nearside carriageway edge cleared of obstruction at an above 900mm. I invite the applicant to provide a drawing for approval as this will also aid my Ecology colleagues to assess the impact on the hedgerow.

Each Property should have an EV charging point provided.

BROM 2 and connection to the wider network

The closest bus stop provision is on Horsepools in Bromham. It is apparent that BROM 1A ends close to this location and as such forms a useful link between the site and the bus service. It also connects the site to the wider benefits in Bromham of local pubs and village centre which may offer alternative evening entertainment for guests. As such the site should create a purposeful link to BROM 1A. The easiest option is to honour the route of BROM2 and upgrade the current link to a surfaced 3m cycle link. BROM 1A is already legallay able to accommodate cyclists (though current widths may be a little difficult to negotiate) and with money for surface improvements it may be possible to utilise this link further. As such I invite the applicant to provide revised masterplan drawings showing a dedicated link to BROM 1A and a internal re-surface/ recognition of BROM2.

Transportation Comments

It is recognised that given the nature of this proposal and the fairly remote position of the site, it is unlikely that guests would arrive by sustainable transport means. Nonetheless, access for staff must still be considered. There is no bus service within the immediate vicinity of the site and whilst there is one approximately 0.5 miles from the site on Devizes Road, there is no realistic safe walking route to it. There is a bus stop in Bromham just under 0.5 miles away accessed via the BROM1A bridleway. This could be a safe off-highway pedestrian route to bus services if it is improved with surfacing that would make it suitable for walking on year-round. Bromham is served by the 33 and X33 buses providing an hourly service to Chippenham, Melksham and Devizes.

Given that the BROM1A bridleway is the only realistic access for staff not driving to the site, I am strongly supportive of the request for a contribution of £10,000 to upgrade the surfacing of this link that has been made by the Public Rights of Way team. This contribution is vital to enable sustainable access to the site.

Given that the proposal is for a hotel with fewer than 100 beds, a Travel Plan has not been provided and is not required.

Other Accesses

I would like confirmation of the proposed uses of the other accesses. If there is a risk to increased use of these accesses I would prefer to see them closed permanently. A low vehicle use such as for staff may be acceptable but would have to be conditioned. I invite the applicant to provide more information in relation to their use.

In summary I am minded that in terms of movements the proposal is acceptable from a highway position, however the applicant is required to bring forward other improvements to help facilitate a safe access arrangement for cars and pedestrians.

With regards

Hannah

Hannah Jones
HDM