

Application Number:	PL/2026/05002
Location:	Car Park North of The New Inn, Semington Road, Berryfields, Melksham, SN12 6DT
Proposal:	Outline permission with some matters reserved for Proposed 3 New Dwellings & Alteration of Existing Car Park (access only)

[SN12 6DT - Google Maps](#)

[Semington Rd - Google Maps](#)

Introduction and Proposal

The application proposes the erection of three dwellings on part of the existing car park serving The New Inn public house, with access included and all other matters reserved.

The submitted plans indicate that two dwellings would be served from the existing vehicular access, with separate accesses proposed for the retained public house car park and the third dwelling.

Site Context

The site is within the defined small village of Berryfield within a primarily residential area.

Sustainability

Whilst opportunities for travel by sustainable modes are somewhat limited, the site is located adjacent to the built-up area of Berryfield and within reasonable proximity of Melksham and associated services and facilities.

Highway Considerations

Semington Road is a classified road subject to a 30mph speed limit. The level of development proposed is relatively modest and is not anticipated to generate a material increase in traffic movements on the surrounding highway network.

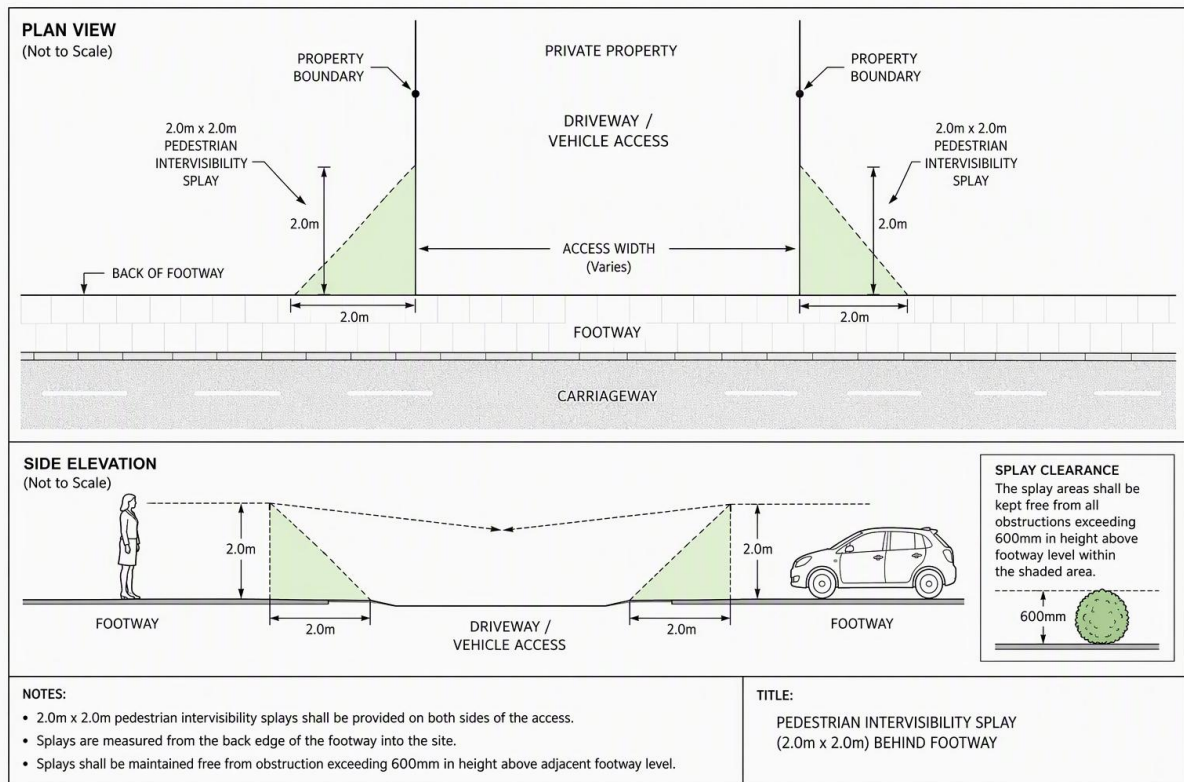
Access

The proposal would provide a new access to serve a retained parking area for the pub use, which would accommodate 10 spaces.

The proposed access serving the retained public house car park would be located in the position of an existing pedestrian crossing facility comprising dropped kerbs and tactile paving associated with pedestrian movements between the Village Hall and the opposite side of Semington Road. The loss of, or interference with, this established crossing point would not currently be considered acceptable. The applicant should demonstrate how pedestrian connectivity and crossing facilities would be retained or appropriately reprovided.

A second access is proposed to serve a parking arrangement for two cars for one of the plots, with the final access to the north of the site being located at the existing pub car park entrance which would serve a tandem parking arrangement for two cars for each of the remaining two plots.

The accesses should incorporate pedestrian intervisibility splays, in accordance with the following detail.



Visibility

All three access points would appear able to accommodate an acceptable level of visibility of 2.4m by 43m, to accord with Manual for Streets.

The submitted plan, however, indicates splays of 2.4m by 40m which falls marginally short of the recommended requirements. The applicant should submit an amended plan demonstrating the full visibility splays required.

Parking and Manoeuvring

The applicant proposes to retain ten parking spaces for the public house but has not provided any supporting evidence that this level of parking would be sufficient to serve the retained use.

The supporting Planning Statement, in consideration of the appropriate quantum of parking for the pub use, refers to a parking standard of 1 parking space per 25 sq.m, which it states equates to a requirement of 8 spaces. This is not a Wiltshire parking standard.

The previous parking standards would have required significantly greater provision; however, as the public house now falls within a sui generis use class, parking provision must be assessed based upon the operational characteristics and demand associated with the use.

The submission has not provided parking surveys, occupancy data or any other evidence to demonstrate that the retention of 10 parking spaces would adequately accommodate staff, customer and servicing requirements associated with the public house.

The submission has also not provided details of servicing arrangements associated with the retained public house use. Information should be provided regarding anticipated delivery vehicle types and the manner in which servicing would be accommodated following the reduction in parking provision. It should be demonstrated that servicing activities can occur without prejudicing parking provision required for the use and without resulting in adverse impacts on the public highway.

It is noted that concerns have been raised regarding existing parking activity associated with the public house and reports of overspill parking occurring on Semington Road. While no independent survey evidence has been provided to substantiate the extent of such activity, these concerns further reinforce the need for the applicant to demonstrate that the retained parking provision would be sufficient for the operational requirements of the use and would not result in displaced parking that could adversely affect the safe operation of the local highway network.

Adequate vehicle parking provision should be demonstrated for each proposed dwelling in accordance with the Council's adopted parking standards. The submitted plans indicate two parking spaces per dwelling, which would be sufficient for up to 3-bedroom units.

Parking provision for the dwellings should ultimately accord with the Council's adopted parking standards and will require review at reserved matters stage.

The arrangement of the parking for the dwellings is proposed in the form of surface parking without any means to manoeuvre on the site.

While there is a general requirement for on-site turning to be provided for accesses served from a classified road, there has been an accepted precedent of such parking arrangements, and therefore this form is accepted.

In order to provide adequate space for parking and for rear access to the dwellings, 3m wide driveways should be provided (6m for the double driveway), which would provide appropriate access to the rear garden and provision for cycle storage sheds in the rear gardens.

Conclusion and Recommendations

The proposal seeks outline approval for the erection of three dwellings on part of the existing car park associated with the New Inn public house. The retained car park for the pub would provide for 10 dedicated parking spaces.

The proposed access arrangements for the dwellings and pub car park would appear capable of achieving an acceptable level of visibility to accord with the speed limit and the guidance in Manual for Streets. Such accesses would be considered acceptable, subject to junction visibility and pedestrian intervisibility being provided on amended plans.

However, the intended means of access to serve the retained car parking for the pub is not acceptable in its proposed location due to conflicts with the existing pedestrian crossing point.

The driveway parking bay widths should be a minimum of 3m to provide sufficient access for vehicles and access to the rear gardens, within which bin storage and cycle storage would be expected.

Whilst the proposed residential development is not anticipated to result in a material impact on the surrounding highway network and the proposed residential accesses appear acceptable in principle, insufficient information has been submitted to demonstrate that the retained public house car park would adequately accommodate operational parking demand and servicing requirements. Furthermore, the proposed access to the retained car park would be located at an established pedestrian crossing point serving the Village Hall, the loss or alteration of which has not been adequately addressed. Consequently, insufficient information has been provided to demonstrate that the proposal would operate safely and efficiently and a holding objection is recommended pending the submission of further supporting information.

Amanda Hall
Highways Development Management Engineer