Highway Development Control Consultation Response

Planning Application Ref: PL/2023/09841

Site Address: Lower Court Farm, Lower North Wraxall, Chippenham, SN14 7AB.

Proposal: Conversion of The Cross Barn to ancillary residential accommodation; conversion of The Columned Barn and adjacent storage rooms into a leisure facility to farmhouse. Conversion of the Cart Shed into a home office and garden store; and construction of new steps to the front garden.

Date of Consultation Response: 14/12/2023

I refer to the above planning application dated 14/11/2023 seeking permission to convert an existing barn to ancillary residential accommodation, and conversion of other buildings for use as leisure facilities, office space and storage.

As this would lead to separate dwellings outside of identified development boundaries, the proposal would usually attract an adverse highway recommendation on sustainability grounds as follows:

The site is located outside of any settlement policy boundary, raising concerns with regards to the sustainability of the site for residential development due to the likely reliance upon the private car for any occupants and their visitors. This proposal is therefore, in my opinion, contrary to Core Policies 60 and 61 of the Wiltshire Core Strategy and Section 9 of the National Planning Policy Framework 2023, which aim to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternatives. However, I shall be guided by you on this sustainability issue and wish to advise with regard to highways in the instance that you would be minded to permit dwellings in this location.

The site is located on a C classified section of public highway subject to a speed limit of 60mph. There is an existing access with the public highway, it is not proposed to alter this.

The majority of the proposals would not increase the traffic generation of the site from that which is existing as they are providing additional facilities for the dwelling, and therefore not alter the required parking provision. The ancillary residential accommodation would not be considered a substantial traffic generator, however would require parking provision in line with required minimum standards. This has been indicated on plans and also includes EV charging points, therefore I am satisfied that the proposal has been catered for in terms of parking provision.

I would not wish to raise a highway objection to the proposals, but would point out that the site would rely heavily on the private motor vehicle as the main mode of transport.

If you have any queries regarding the above advice, please contact:
highwaysdevelopment@wiltshire.gov.uk