

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/00119

Site Address: Manor Farm, Rodbourne, Malmesbury, SN16 0EX.

Proposal: Conversion of redundant farm buildings into a single dwelling.

Date of Consultation Response: 10/02/2026

I refer to the above planning application dated 07/01/2026 for the conversion of redundant farm buildings into a single dwelling.

The site is located outside of the 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/lack of pedestrian facilities/safe cycling provision. The proposal is therefore, contrary to Core Policies 60 and 61 of the Wiltshire Core Strategy and Section 9, of the National Planning Policy Framework 2024, which aim to reduce the need to travel particularly by private car and encourage the use of sustainable transport alternatives in order to promote a sustainable pattern of development. 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 to the south of the main road through Rodbourne, a C Classified section of public highway subject to a speed limit of 60mph. There are three existing points of access with the public highway, the western access appears to be proposed and retained as the main access and gives access to PROW footpath MALW70 to the south, this is directly opposite the junction with Church Lane. The eastern access enters the site and yard space between Barns 2 and 3. It would not appear that any works to the accesses are proposed through this application. The Countryside Access Team should be consulted with regard to the treatment of the PROW.

The proposals would see a number of barns demolished and converted with additional new buildings proposed within the site. This would result in a new 4 bedroom dwelling with a car port and parking area accessed from the western access point. No detail has been given on the severance of the other access point which I feel should be stopped up as it would not appear to be usable and there is no justification for a second access. The stopping up of the eastern access can be conditioned as part of any approval.

Vehicle parking is stated as three spaces, there is a car port within the cow byre and a large area for parking/turning within the site and therefore I consider that there would be sufficient space to accommodate the minimum vehicle parking requirements. There is no detail of cycle parking which would be required in the order of 4 spaces to conform with the required standards set out by Wiltshire Council, this can be conditioned as part of any approval, whilst the design and access statement makes mention of cycle parking within the cow byre, this is not indicated on plans. It is considered that if cycle parking is located within the cow byre where the vehicle parking is located this would reduce the available space for vehicle parking, however there is ample space within the turning area to park additional vehicles.

The proposals would, as stated above, rely heavily on the use of the private motor vehicle as the main mode of transport, however the vehicular movements brought about by a single dwelling would not be considered of detriment to the surrounding highway network when considering the permitted use for the site and the types of vehicle that this could attract.

I would therefore not wish to raise an objection to the proposals in relation to highways, subject to the following conditions:

STOP UP EXISTING ACCESS.

No development shall commence on site until details of the stopping up of all existing accesses, both pedestrian and vehicular, have been submitted to and approved in writing by the Local Planning Authority. That stopping up shall take place in accordance with the approved details within one month of the first occupation of the development. No later than one month after the first occupation of the development, the sole means of vehicular and pedestrian access to the development shall be as shown on the plans hereby approved.

REASON: In the interests of highway safety.

PARKING (CYCLE) - DETAILS REQUIRED

No development shall commence on site until details of secure covered cycle parking have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

If you have any queries regarding the above advice, please contact:

HighwaysDevelopment@Wiltshire.gov.uk