

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/01073

Site Address: Barn at Farfield Lane, Cricklade, SN6 6HZ.

Proposal: Application for Prior Approval under Class Q Permitted Development from Agricultural Barn to Residential Use to Create 1 Dwelling.

Date of Consultation Response: 10/03/2026

I refer to the above planning application dated 22/09/2025 seeking Prior approval under Class Q permitted development from agricultural barn to residential use to create 1 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 aims 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 has existing access onto Farfield Lane, a Brown Track and PROW Bridleway CRIC15, the Countryside Access Team should be consulted with regard to the Bridleway. I would assume that the applicant has vehicular rights over Farfield Lane and this would be afforded to the site. There are no proposals to alter the access with the public highway.

The proposal seeks to convert the existing barn to a 3-bedroom dwelling, with an attached car port for 1 vehicle and there is an area to the west of the barn which would cater for at least 2 vehicles parking; therefore, vehicle parking is in accordance with the minimum standards. Cycle Parking has not been mentioned which is a requirement for new residential development, however it is clear that there is space within the car port for the provision of this.

The proposals would see a slight alteration in trip generation in terms of domestic trips, this would not be considered a significant impact, the site would however rely heavily on the private motor vehicle as the main mode of transport.

Other than the sustainability issue highlighted, there would not be any other considered reason to object on highways grounds.

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

HighwaysDevelopment@wiltshire.gov.uk