

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/00356

Site Address: POUND FARM, STANLEY, CHIPPENHAM, SN15 3RG

Proposal: Conversion and redevelopment of redundant farm buildings, including demolition of milking parlour and creation of workshops, architecture studio and holiday accommodation with associated works

Date of Consultation Response: 07/04/2026

The three number holiday rental units would not meet with a highway objection in principal, given the seasonal nature of vehicle movements would not produce a significant number of total movements to raise a highways safety concern.

The level of parking demonstrated would be adequate for the commercial use of small-scale workshops employing one or two persons with occasional visits from customers.

Core policy 48 section iii. states there is justification for rural development if there is no objection on the grounds of adequate access and infrastructure and provided the site has reasonable access to local services (iv). While the access is adequate, all daily services will be accessed by private car journeys from the proposal site with subsequent additional vehicle movements on the local highway network resulting.

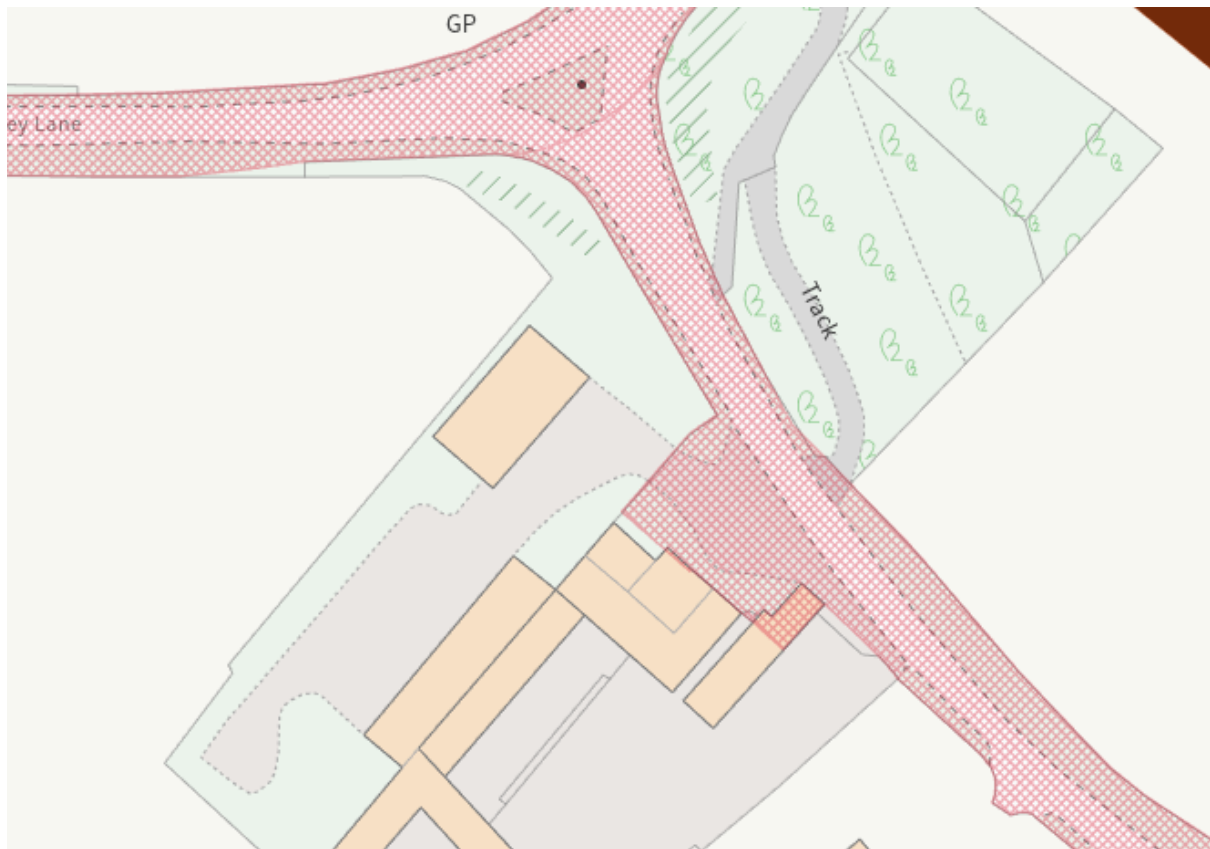
The dwelling to be converted from Barn 1 shows parking for two cars which would meet with minimum parking standards. However, the location of these parking spaces is within dedicated highway. This information was provided in the comments for the previous pre-application consultation however it has not been acknowledged within the documents for the current application. The line of the dedicated highway runs across the amenity space for the dwelling conversion and includes the bike store and bin store. There would be no objection from the LHA to a stopping up order as this is clearly no longer required for operational considerations of the public highway. Should a plan be provided with the area to be stopped up to mirror the red line boundary then the LHA would not raise an objection to the stopping up of this redundant part of dedicated highway for it to revert to private curtilage. See the map snippet below that was included in the original comment within the pre-application response. Here reproduced.

While not a reason for objection please note the highway boundary at Pound Farm (magenta hatching) differs from the land registry and red line boundary and should be investigated prior to formalising a full application. If necessary, a stopping up order to remove highway rights for the area inside of the highway access may be required.

The granny annex as described will be supported conditionally, to remain ancillary to the parent dwelling. The application requests that the conversion of Barn 6 be for a Granny Annex/Holiday Accommodation. I am unsure as to the nature of permission for both annex accommodation which is usually conditioned to remain tied to a host dwelling, and holiday accommodation which often has limits on length of continuous occupation.

The one problematic detail is the plan indicating office/event space as 130 square metres of the planned conversion of Barn 2 without mention of this use within the proposal. Should permission be given then events could entail wedding party events with large number of visitors without adequate parking arrangements on-site that could lead to hazards on the highway through displaced parking along narrow unlit lanes.

I therefore, recommend a holding objection until revised details either clarifying the intended events use or eliminating it from the proposal and providing a plan to show the area of indicated highway to be stopped up.



Ian Fry

If you have any queries regarding the above advice, please contact Ian Fry on 01225 771649, ian.fry@wiltshire.gov.uk