

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/02113

Site Address: Little Lype Farm, Moor Lane, Charlton, Malmesbury , SN16 9DR.

Proposal: Change of use of site from agriculture to campsite.

Date of Consultation Response: 05/05/2026

I refer to the above consultation for planning advice dated 30/03/2026 seeking consent for a change of use of site from agriculture to campsite.

The site is located with two existing access points from Moor Lane, a C Classified section of public highway subject to a speed limit of 60mph. The connection with the public highway has not been identified through the redline plan, this should be rectified to determine the proposed point of access through the site and with the public highway. There do not appear to be any proposed alterations to the existing accesses with the public highway.

The design and access statement has very limited detail on the proposals, and only states under the access section that vehicle movements would not be increased over that which the historical use of the site experienced, with no evidence of existing or proposed vehicle movements. It is also unclear as to the quantum of pitches proposed through the application. The site has previously been used for camping where the D&A statement discloses that 412 pitches were booked over 60 days with no prior approval required, and the site had a temporary events notice with 50 pitches booked each night.

In order to determine the impact of the proposals, it is considered that the proposed number of pitches should be disclosed, this will help to inform on the required level of assessment in transport terms, anticipated trip generation and the level of parking provision.

Parking has been indicated as remaining at 10 spaces, but as mentioned previously the level of parking would be required to be provided based on the number of pitches and I would assume that the vehicle parking would be adjacent to each pitch.

Whilst there is no identified threshold for a Transport Statement/Assessment for the proposed land use, the guidance identifies that there are other circumstances where a Statement/Assessment would be required, the table below identifies the criteria where a TATS would be required to support the development proposals:

1. Any development that is not in conformity with the adopted development plan.
2. Any development generating 30 or more two-way vehicle movements in any hour.
3. Any development generating 100 or more two-way vehicle movements per day.
4. Any development proposing 100 or more parking spaces.
5. Any development that is likely to increase safety risks or conflicts among motorised users and non-motorised users, particularly vulnerable road users such as children, disabled and elderly people.
6. Any development generating significant freight or HGV movements per day, or significant abnormal loads per year.
7. Any development proposed in a location where the local transport infrastructure is inadequate. For example, substandard roads, poor pedestrian/cyclist facilities and inadequate public transport provisions.
8. Any development proposed in a location within or adjacent to an Air Quality Management Area (AQMA)

Therefore, I do not feel that sufficient information has been submitted to support the application in terms of assessing the highways implications associated with the proposed change of use. At the very least the number of pitches, and existing/proposed trip generation profile should be discussed further to ensure that there would be no detriment to the surrounding highway network and that suitable parking arrangements can be achieved.

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

HighwaysDevelopment@wiltshire.gov.uk