

Application Number:	PL/2026/03084
Location:	Old Grainstore, Off the A342, Wilsford, Wiltshire, SN9 6HA
Proposal:	Change of use of agricultural building to flexible commercial use

[SN9 6HA - Google Maps](#)

[A342 - Google Maps](#)

Introduction and Proposal

The proposal seeks prior approval for the change of use of an existing agricultural building (827sqm) to a flexible commercial use under Class R. As the floorspace exceeds 150sqm, prior approval is required in respect of highways and transport impacts.

Assessment

The application seeks a determination as to whether prior approval is required under Schedule 2, Part 3, Class R of the GPDO, with assessment limited to:

- Transport and highways impacts
- Noise
- Contamination
- Flood risk

Given the proposal relates to 827 sqm of floorspace, it exceeds the 150 sqm threshold and therefore prior approval is required for highways matters.

This response addresses transport and highway impacts only, in line with HDM remit.

Existing Use and Fallback Position

The building is an established agricultural grain store forming part of Wilsford Manor Farm. The supporting information confirms that the lawful use historically generated frequent tractor and trailer movements during harvest; regular HGV visits for grain collection throughout the year; and staff vehicle trips associated with operations.

This represents a robust fallback position in transport terms, with potentially intensive and seasonal peaks in traffic generation.

Access and Highway Network

Access is taken directly from the A342, with visibility splays being advised to achieve splays of 2.5m by 215m in both directions.

The existing yard provides for adequate space for parking and turning.

Based on the submitted information, the access arrangement is established and suitable for the scale and type of traffic historically associated with the site.

Proposed Use and Traffic Impacts

The proposal seeks flexible commercial use (including Class E(g)(iii)), which may generate light industrial or business-related traffic and employee and service vehicle trips.

There are no suggested proposals for external alterations or intensification of access.

Traffic associated with the proposed use is likely to be more regular but less intensive than peak agricultural operations.

The historic agricultural use provides a realistic worst-case baseline in terms of vehicle size and frequency.

It is therefore considered that the residual cumulative impact on the highway network would not be severe, and no material harm to highway safety is anticipated.

Parking and Servicing

The site benefits from an existing agricultural yard of sufficient size to accommodate parking, servicing and turning within the site.

This accords with the expectation that development should be able to operate without adverse impact on the public highway.

Conclusion

Having regard to the established lawful agricultural use and associated traffic generation; the adequacy of the existing access onto the A342; and the availability of on-site manoeuvring and parking it is considered that the proposed change of use would not result in an unacceptable impact on highway safety or the local road network.

It is therefore recommended that there would be no objection to the proposed development in highway terms.

Informative

Any intensification beyond the scope of Class R (e.g. external alterations or significant operational changes) may require further assessment.

The applicant should ensure that all parking, loading, and turning is contained within the site.

The existing access should be maintained in a safe and clean condition, free from obstruction or debris onto the highway.

Amanda Hall
Highways Development Management Engineer