

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/03114

Site Address: Washmere Farm, Washmeres, Colerne, Chippenham, SN14 8DQ.

Proposal: Conversion of an agricultural barn to a self-contained dwelling (use class C3).

Date of Consultation Response: 16/06/2026

I refer to the above application dated 14/05/2026 seeking permission for the conversion of an agricultural barn to a self-contained dwelling (use class C3).

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 alternative 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 with existing agricultural access from Tutton Hill an unclassified section of public highway subject to a speed limit of 60mph. PROW Footpath COLE7 is located at the southern boundary of the proposed curtilage, I believe that the Countryside Access Team have been consulted in this respect.

The access location is such that it is on the outside of a bend and to the south of a series of bends, Tutton Hill is a narrow lane with little opportunity for passing. Passing places tend to be existing field accesses or overrun areas within the verge.

No detail of the existing or proposed visibility splays from the access have been provided other than to state that the splays are "good both to the left and right". The proposed residential use would be considered an intensification of the access, and I believe that the existing 2 trips generated by attending to cattle daily would remain. Therefore, it is considered that the existing splays and proposed splays should be demonstrated in accordance with DMRB which would require a 2m x-distance and 215m y-distance in either direction. Any proposed deviation from the required splays should be supported with speed surveys to determine the 85th percentile speed on the road. It is likely that a departure from standard for visibility would be achieved due to the nature of the road, however the level of the departure would require evidence to support this.

It is proposed to use the existing field access and track, however this is a lightly used access and as the residential use would be more intensive due to the reliance on the private motor vehicle there would be a requirement to upgrade the access for at least the first 5m from the existing surfaced carriageway with a consolidated surface to prevent loose material entering the public highway. No detail of this is provided and the application form indicates that no alterations to the access for vehicles or pedestrians would be proposed.

Three vehicle parking spaces are proposed within the curtilage which is in accordance with the required standards for a 3-bedroom dwelling as proposed. Where no garages are proposed an element of cycle storage is expected for dwellings in accordance with Wiltshire Council's LTP3 Cycling Strategy, Appendix 4 of this document contains Cycle Parking Standards for which I attach an extract for information:

Land Use	Area	Minimum Cycle Parking Standards
C3 Dwelling	All areas	1 covered space per bedroom for up to 3-bedroom dwellings 3 covered spaces per unit for 4-bedroom dwellings 4 covered spaces per unit for 5-bedroom dwellings(etc) + 1 visitor space per 20 bedrooms

Therefore, I would expect to see cycle storage for at least 3 cycles included in the plans, though this can be conditioned as part of any approval.

If the points above with regard to access visibility, surfacing and cycle parking could be addressed appropriately and show that safe access can be achieved then I will be in a position to make a recommendation with regard to highways.

If you have any queries regarding the above advice, please contact:
HighwaysDevelopment@wiltshire.gov.uk