

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: 09/07/2026

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). Further information/amended plans have been submitted for which the following observations are made.

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.

The existing visibility for the site access has now been provided and demonstrates a splay of 42m is available to the north on a 2.4m setback and 92m to the south on the same set back. Given the limiting factors on geometry and road alignment, it is unlikely that speeds in this location would be achieved to the posted limit and therefore it is accepted that the demonstrated visibility splays would be appropriate. Where the splays are shown crossing the adjacent land in ownership of the applicant it would be required to ensure that the splays are kept clear of obstructions above 1200mm.

The submitted plan also details the extent of proposed tarmac for resurfacing of the access with the public highway; this would be at a distance of 8m from the carriageway and with an appropriate consolidated material. Any works within the public highway will require a licence from the Highway Authority to carry out the works.

As previously mentioned, there is no cycle parking details for the proposals and as such this would be conditioned as part of any approval. The proposals would require a minimum of 3 secure and covered cycle parking spaces. There would also be a requirement to provide EV charging in line with National Guidance, the NPPF and Building Regulations Document S of 1 EV charging point for allocated vehicle parking within the curtilage.

The proposals would not represent a significant or severe impact on the public highway in terms of capacity other than the heavy reliance on the private motor vehicle as the main

mode of transport, and therefore there would be no highway objection raised subject to the following conditions and informative:

VISIBILITY SHOWN ON DRAWING

No part of the development shall be first brought into use/occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 1200mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

PARKING (CYCLE) - DETAILS REQUIRED

No development shall commence on site until details of secure covered cycle parking have been submitted to and approved in writing by the Local Planning Authority. The submitted details shall accord with dimensions, access, location, design and security principals laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy. These facilities shall thereafter be provided in accordance with the approved details and made available for use prior to the first occupation of the development hereby permitted and shall always be retained for use thereafter.

REASON: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than the private car.

INFORMATIVE - VEHICLE CROSSOVERS

The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application. The applicant must also ensure that any works within 8m of a watercourse (including discharge to and/or piping of roadside ditches) will require full Land Drainage Consent. Please contact the Drainage Team at Drainage@wiltshire.gov.uk

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