

Highway Development Control Consultation Response

Planning Application Ref: PL/2026/03506

Site Address: Manor Farm, Sopworth, SN14 6PS.

Proposal: Change of Use of 3 no. agricultural buildings to flexible commercial use falling within Use Class E with ancillary storage.

Date of Consultation Response: 04/08/2026

I refer to the above prior approval Part 3 Class R application dated 03/06/2026 seeking permission for a change of use of 3 no. agricultural buildings to flexible commercial use falling within use class E with ancillary storage. Further information has been submitted in order to address previously raised concerns with regard to access and parking as well as address an independent Transport Note produced for the Parish Council.

The site is located with existing access onto a C classified section of public highway subject to a speed limit of 60mph. There are no proposed alterations to the access with the public highway, though improvements to visibility at the point of access are now proposed through this application.

The proposals seek permission for a change of use of 3 agricultural buildings to flexible commercial use within use class E with ancillary storage. A Transport Statement (TS) has been submitted with the application and an additional Transport Note has been compiled by the applicant to address a number of previously highlighted issues.

The TS identifies a number of relevant documents/policies at national and local level. The site and adjacent highway network are discussed, identifying the existing access and PROWs in the vicinity. Highway Safety in the locale is discussed with Personal Injury Collision Data being reviewed and demonstrating that in the most recent 5-year period there have been no identified collisions. Existing traffic flows and speeds have been identified through ATC surveys detailing the low-level traffic on the lane and the average speeds are also recorded as low at under 30mph for the 85th percentile in either direction. The site has been discussed in terms of sustainable travel and it is recognised that the rural location does lack dedicated infrastructure, however there are opportunities to travel by modes other than the private motor vehicle albeit those identified are limited, it is therefore considered that the site would likely be reliant on the use of the private motor vehicle for access.

The TS then goes on to discuss the proposals against the existing permitted use, which would have had unrestricted agricultural use, and as such would have the potential to attract larger vehicles associated with agricultural operations. Visibility at the access is discussed in regard to the 85th percentile speeds on the road and demonstrated at an appropriate level.

There are additional plans within the TS identifying proposed access improvements but not as part of the application. These entail either relocating the south side wall further within the site or reducing the height to below 0.9m, as well as removing an existing tree. As these do not form part of the application the proposed alterations to the access would be required to be submitted as a full application. It is unclear the existing height of the wall, but I would not consider that it exceeds 1.2m and therefore in terms of visibility the splays shown demonstrate it is achievable in line with the requirements for the 85th percentile speeds recorded on the public highway. Swept path analysis has been provided and demonstrates the access accommodates movements from the largest vehicle requiring access to the site.

Vehicle parking for the proposals is discussed with a view to providing parking in accordance with standards, for the proposed E class use as a commercial facility (offices/light industry) an optimum standard of 1 space per 30sqm is expected. The floor areas disclosed for the barns is, Barn A – 401.28sqm, Barn B – 265.35sqm and Barn C – 282.14sqm, this equates to some 948.77sqm. The total floor area would require some 32 vehicle parking spaces as a maximum and given the remote nature of the proposals in terms of access by other modes, it would be likely that this maximum provision would be a requirement to prevent any displaced vehicles onto the public highway.

A parking plan has now been submitted demonstrating that the required level of vehicle parking for the site can be accommodated within the curtilage and therefore this can be conditioned to secure the appropriate level of vehicle parking.

Additionally, it would appear that the applicant is seeking a conditional approval for the access improvements to enable the provision of the visibility splays. As there are two options to provide visibility and neither has been indicated as the preference, it would be prudent to apply a pre commencement condition with the level of visibility required and details to be submitted to the LHA for approval.

The Technical Note submitted by the applicant suitably addresses the points raised within the objecting Technical Note. With regard to the TRICS data, the most relevant sites have been used and on interrogating the only freestanding site, the anticipated generation rates are not substantially different, therefore the estimated trip generation is considered a suitable assessment.

In order to encourage reductions in trip generation and increase sustainable travel, it would be usual to provide a Workplace Travel Plan Statement, a full travel plan would not be required as the threshold for this has not been met for either element. This document should focus on encouraging sustainable travel and may take the form of an 'Action Plan' or a simple list of measures which are to be promoted by the developer or occupier of the site. It is unlikely that a Travel Plan Statement would include the formal monitoring which forms a key element of Full Travel Plans.

The visibility demonstrated is accepted as it is in accordance with the requirements of MfS2 and the 85th percentile speeds indicated on the existing network.

The principle of the redevelopment of the site to provide Commercial Class E facilities, particularly office and light industry is not considered a significant impact on the surrounding highway network in terms of capacity when considering the existing and proposed uses. It is therefore considered that no highway objection be raised subject to the following conditions and informative:

PARKING (VEHICLE)

No part of the development hereby permitted shall be first brought into use parking spaces [32] have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

PARKING (CYCLE)

No development shall commence on site until details of secure covered cycle parking and changing and/or shower facilities 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.

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 900mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

TRAVEL PLANS

Within 3 months of first use of the development hereby approved a travel plan statement shall be submitted to and approved in writing by the Local Planning Authority. The travel plan statement when approved shall be implemented (including the appointment of a travel plan co-ordinator) within 6 months.

Reason: In the interests of promoting sustainable patterns of travel to and from the development.

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

HighwaysDevelopment@wiltshire.gov.uk