

PRIOR APPROVAL APPLICATION: CHANGE OF USE UNDER CLASS R

APPLICATION REFERENCE:	PL/2026/03506
APPLICATION TYPE:	Prior Approval: Change of Use Class R
SITE ADDRESS:	Manor Farm , Sopworth , SN14 6PS
DEVELOPMENT DESCRIPTION:	Change of Use of 3 no. agricultural buildings to flexible commercial use falling within Use Class E with ancillary storage
RECOMMENDATION:	Prior Approval Required and should be GRANTED

PROPOSAL

Under the provisions of condition R.3 attached to Schedule 2, Part 3, Class R of the General Permitted Development Order (GPDO), the developer has applied to the Local Planning Authority (LPA) on 03.06.2026 with a request to determine whether a change of use (COU) from agricultural to flexible commercial (Class E) will require the LPAs prior approval (PA).

The detail provided indicates that the cumulative floor space of the 3no buildings, referred to within the provided planning statement (prepared by Badminton Estate, dated June 2026) as Barn A, Barn B, and Barn C, would exceed 150m² but would not be more than 1,000m², with measurements as follows:

- Barn A: 401.28m²
- Barn B: 265.35m²
- Barn C: 282.14m²



Figures 1 & 2: partial extract of aerial view and barns in situ, (planning statement)

The provided transport statement (prepared by rappor, dated May 2026) indicates under section 6.2 and 6.6 respectively that the intention is for the following split of uses across the 3 barns:

- 404m² Office space
- 547m² Light industrial use

Highway safety concerns have been raised during the course of the application, which resulted in revised and additional detail being provided and the agreement to an extension of time for determination of the case until 12.10.2026 to allow for ongoing discussions and consultation.

THE SITE

The application site comprises 3no agricultural buildings associated with Manor Farm in Sopworth. The site is in open countryside, approximately 2.3km west of the framework boundary for Sherston and outside of an area with a made neighbourhood development plan (NDP).

The site is part of an established agricultural unit, and no public evidence has been provided to demonstrate that the buildings have been used for non-agricultural purposes prior to this notification being made.

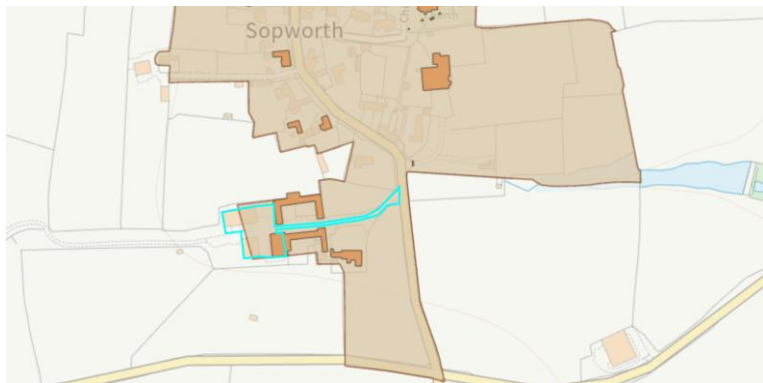


Figure 3: map view of site (blue), listed buildings (orange) & CA (brown)



Figure 4: Barn C photograph (planning statement)

Barn C is shown on Wiltshire mapping to be a listed building; however, section 4.16 of the provided planning statement addresses how this appears to be an inaccuracy expressing that:

Barn C is shown on Wiltshire Planning Explorer to be listed, however we believe this to be a mapping error. On the site of Barn C was a traditional Cotswold barn however this burnt down in the 1970s and was replaced by a modern steel portal framed building which was approved under application reference N/79/00065/F. The adjoining traditional farmyard was not listed until 1986 by which time the modern building had replaced the former Cotswold stone barn.



Figure 5: partial extract of historic England's map search of listed buildings – Officer input captions

Review of Historic England's online records indicates that Manor Farmhouse was first listed on 28.10.1959 and that the adjacent outbuilding was listed on 03.12.1986. There is no record of Barns A, B, or C having an official list entry and, given their age, would not otherwise be considered curtilage listed.

Based on the information available, the site does not form part of a military explosives area or safety hazard area, and the buildings are not listed or a scheduled monument.

RELEVANT PLANNING HISTORY

Relevant to the site and scheme:

- Barn A: N/12/01570/AGN Notification of an *Extension to Agricultural Building* was acknowledged by the LPA on 26.06.2012
- Barn C: N/79/00065/F approved the *Conversion of fire damaged cotswold stone barn to a steel framed general purpose building* on 05.03.1979

Relevant planning history near the site:

None

POLICY CONTEXT AND GUIDANCE

General Permitted Development Order (GPDO)

- Schedule 2, Part 3, Class R: Agricultural buildings to a flexible commercial use

Wiltshire Local Transport Plan (LTP4)

- Car Parking Strategy (LTP3)

The Town and Country Planning (Use Classes) Order 1987

- Schedule 1

National Planning Policy Framework (NPPF)

Planning Policy Guidance (PPG)

RELEVANT INTERPRETATIONS AND CASE LAW

Town and Country Planning Act 1990 (TCPA)

Agriculture Act 1947

- Section 109: Interpretation which provides the following interpretation relevant to this application:

In this Act the expression "agricultural unit" means land which is occupied as a unit for agricultural purposes, including—

(a) any dwelling-house or other building occupied by the same person for the purpose of farming the land, and
(b) any other land falling within the definition in this Act of the expression “agricultural land” which is in the occupation of the same person, being land as to which the Minister is satisfied that having regard to the character and situation thereof and other relevant circumstances it ought in the interests of full and efficient production to be farmed in conjunction with the agricultural unit, and directs accordingly [...]

ISSUES

Permitted Development (PD)

Prior Approval (PA)

CONSULTATION

Sopworth Parish Council:

07.07.2026 Objection

At a meeting held on June 29th, it was unanimously agreed that an independent Traffic Assessment should be conducted on behalf of the village. It was felt that the Planning Authority should be presented with objective information upon which to determine the application.

This independent Assessment, prepared by Railton TPC Ltd, will be provided to the planners.

The conclusions can be summarised as follows:

1. The absence of visibility to the north represents an unacceptable highway safety impact. The application should therefore be refused on this basis, in accordance with paragraph 116 of the NPPF. The applicant has failed to acknowledge that vehicles park within the proposed visibility splay to the north. The visibility splay to the north from the site access is measured to the centre of the road rather than to the nearside curb as would normally be the requirement. This approach is not justified and creates a blind spot. These are serious highway safety issues.

2. The site area, as defined by the application red line, falls far short of that required to accommodate the level of parking that would need to be provided to meet relevant standards.

3. The site has extremely poor levels of access by sustainable modes. The site would be almost entirely car dependent.

4. The lanes providing access to the site are used by vulnerable highway users, (pedestrians, cyclists and equestrians) and include sections which are of insufficient width

to allow a vehicle to pass safely. The introduction of additional vehicle movements in this location raises highway safety issues.

5. Methodology used to derive peak hour car trip generation rates have been undertaken either at the edge of towns or in neighbourhood centres rather than in isolated rural locations comparable with the proposed development.

6. The applicant has undertaken no assessment of the possible level of generation of larger vehicles associated with the site.

7. Overall, it is concluded that the proposed development is unacceptable for highway safety reasons (NPPF Paragraph 116) and fails to comply with policy requiring safe and suitable access (NPPF Paragraph 115) and policy that 6 to deliver sustainable development in transport terms (NPPF Paragraphs 109, 110, 115 and 117).

When taking the above into account, we respectfully suggest that this application should be refused.

03.08.2026 Objection

Sopworth Parish Meeting writes to maintain and consolidate its objection to the above application.

Following our previous response in relation to this application (dated 7th July 2026), we have reviewed the applicant's subsequent submission, associated Rappor Technical Note and separate parking plan, as well as various representations made by residents.

On the evidence presently before the authority, the Parish Meeting submits that prior approval should be required and refused in respect of transport and highways impacts and noise impacts. We comment further under the following headings;

1. Transport and highway impacts

The application concerns approximately 949-951 square metres of floor space (close to the 1,000 SQM Class R threshold) in a very small rural settlement served by narrow, winding and in places effectively single-track lanes. The proposal would introduce regular commuting, operational, delivery and servicing movements throughout the year. The supporting evidence does not demonstrate that those impacts can be accommodated safely.

- The Local Highway Authority response is conditional and does not provide an unqualified no-objection recommendation. It identified the need for 32 spaces, stated that maximum provision would likely be required because of the site's remote location, and said that refusal would be necessary unless parking were provided or secured. It also identified access and visibility splay improvements that are outside of the current application and therefore not guaranteed.*

- The subsequently submitted parking plan does not resolve the requirement for 32*

spaces. It provides an indicative arrangement rather than proof of a workable site. Access to 6 spaces beside Barn A can only be achieved by maneuvering from outside and across the application boundary; circulation beside Barn C is constrained; and no robust swept-path exercise demonstrates that refuse, fire and larger commercial vehicles can enter, turn and leave in forward gear while the proposed spaces are occupied. Cycle parking, accessible parking, EV infrastructure and a refuse collection area are not coherently accommodated.

- The northern visibility case is internally contradictory. The applicant relies upon parked cars to place approaching traffic on the eastern side of the road and justify measuring to the centreline, but those same parked cars obstruct the view of a driver emerging from the site. The required wall/tree works, in respect of southern visibility, are not part of this prior approval and cannot presently be assumed.*

- Trip generation is not robustly established. The TRICS comparators are edge-of-town or neighbourhood-centre sites with materially better scope for non-car travel. The applicant's rebuttal did not answer that locational mismatch, and its later HGV table used the 11:00-12:00 light-industrial rate for the stated AM peak. This undermines confidence in the checking of an assessment on which the safety case depends. The quoted nine two-way AM and eleven two-way PM peak trips are not the whole impact. Commercial operations also generate arrivals and departures outside network peaks, such as deliveries, servicing, refuse collection, visitors and HGV/LGV movements. The assessment has not tested a reasonable worst case for the flexible uses sought.*

- The surrounding road network is used by a host of vulnerable users (pedestrians, cyclists and equestrians) and contains constrained sections where vehicles cannot safely pass. Junction capacity is not the decisive issue: the relevant harm is conflict, sudden stopping and reversing on lanes with limited forward visibility. The proposal should be assessed against NPPF paragraphs 115-117, including the requirements for safe and suitable access for all users, acceptable mitigation of significant highway-safety effects, priority for pedestrian and cycle movement, minimisation of conflicts, and efficient access for deliveries and emergency vehicles. Wiltshire Core Strategy Core Policies 60, 61 and 62 provide relevant local policy context. The evidence does not demonstrate compliance.*

These issues are covered in further detail in the separate letter of 30th July 2026 to The Parish Meeting from Railton TPC Ltd.

2. Scope of Class R and description of the use

The Parish Meeting accepts concerns relating to landscape character, heritage, external appearance and the general desirability of development are not freestanding prior-approval tests under R.3. Those local circumstances are nevertheless relevant where they explain the sensitivity of receptors, the practical operation of the highway network and the likely noise consequences.

The application description should be made precise. Class R does not confer an unrestricted permission for every activity within Use Class E. The authority should identify

the particular flexible uses relied upon and ensure that any decision is limited to uses falling within Class R. The submitted transport material assesses 404 square metres of office and 547 square metres of light industrial space, whereas other documents describe three barns and 'ancillary storage'. That lack of precision matters because office, light-industrial and storage uses have different staffing, servicing, vehicle and noise characteristics.

The Council cannot safely assess the effects of a flexible or mixed commercial permission by selecting only a benign operating scenario. The assessment must address the use or mix of uses actually sought and a credible pattern of occupation within the permission.

3. Noise impacts

Noise is an express Class R prior-approval matter. The proposal is adjacent to a quiet rural village and residential receptors, yet no robust acoustic assessment appears to define or test the likely operation of the permission.

The description embraces office, light-industrial and storage activity, but there is no secured information on:

- the identity or operational profile of the occupier;*
- delivery and collection times, frequency and vehicle types;*
- external loading, unloading, reversing alarms, forklift or trailer movements;*
- fixed plant, extraction, ventilation, refrigeration or security equipment;*
- doors remaining open during industrial activity; or*
- a measurable noise limit, monitoring mechanism or complaints procedure.*

Without this information, the authority cannot assess the likely effects at nearby homes or decide whether enforceable mitigation is capable of making the use acceptable. The fact that later operational details may accompany building works does not answer the prior-approval test for the change of use now sought.

4. The agricultural fallback is overstated

The applicant argues that unrestricted agricultural use could generate tractors, trailers, HGVs and noise. A fallback is material only to the extent that there is a real prospect of it occurring; its weight depends on evidence, not theoretical legal possibility alone.

The applicant's own Transport Statement says the barns are vacant and fell out of active agricultural use after the farm tenancy ended in 2022. Residents with long experience of the site report little recent activity. No evidence quantifies the former baseline, identifies a proposed agricultural occupier, or demonstrates a real prospect of intensive agricultural reoccupation if Class R is refused.

In any event, intermittent and seasonal agricultural movements are not equivalent to regular, year-round commuting, commercial deliveries, servicing and industrial activity. Nor does an agricultural fallback cure inadequate visibility, lack of parking or untested internal circulation. It should therefore be given limited weight on the present evidence.

5. Requested decision

For the reasons above, the Parish Meeting respectfully requests that Wiltshire Council:

- find that prior approval is required in respect of transport and highways impacts and noise impacts; and*
- refuse prior approval because the submitted information does not demonstrate that the development would have acceptable impacts in either respect.*

In particular, the authority cannot presently be satisfied that safe and suitable access is achievable; that the visibility splays and necessary access works are secured; that 32 spaces and all ancillary requirements can operate within the site; that service and emergency vehicles can turn safely; that the effect on vulnerable users has been adequately assessed; or that the undefined commercial uses would avoid unacceptable noise at nearby homes.

Conclusion

The Parish Meeting's objection is not based simply on opposition to rural diversification. It is based on the particular scale of this proposal in the context of the site/ location, the constrained and vulnerable highway environment at Sopworth, deficiencies in the applicant's evidence, unresolved matters identified by the Highway Authority itself, and the absence of an adequate assessment of noise.

Class R does not require the authority to accept uncertainty on the very matters expressly reserved for prior approval. The submitted evidence does not discharge the applicant's burden of showing that the transport, highway and noise impacts are acceptable. We respectfully suggest that the logical outcome, when taking these matters into account, is that prior approval should therefore be refused.

25.08.2026 Objection

[...] The proposed site is currently only accessible using:

1/ Lane from the south – This is a narrow downhill stretch of approximately 200M which includes a narrow high hedged corner which obscures views of vehicles coming down the hill. Most of this section is only wide enough for a single vehicle and meeting something coming down the hill means a long reverse down the hill to the proposed access. Reversing up the hill is widely considered to be no less dangerous, as the 1st place suitable for passing is at the crossroads which is surrounded by high hedges and is widely used by traffic traveling from A433/A46 to Sherston. This is an everyday feature of life in Sopworth and we are really surprised that this has not been considered, and we are concerned that further traffic will just add fuel to what is already a very dangerous situation

2/ Lane from the north – there is a blind bend within 75M north of the access to the proposed site. There are regularly minor crashes at this corner, resulting in damage to

properties, cars, on the corner and numerous close calls on residents and walking in area. Here again, we are extremely surprised that what is well known as an accident black spot is being ignored, and that the proposed access is just courting disaster.

Google Streetview, although taken in Oct 2021, and I would argue is worse now, provides a decent view of this access and these hazards, even resulting in the street view cameras car having to struggle to get round the blind bend.

England - Google Maps

As reports have identified, the lanes in and around Sopworth are quiet, narrow lanes and precisely for these reasons are heavily used by walkers, cyclists and equestrian activities – and it should be noted, are avoided by local road users familiar with their shortcomings and dangers, for those same reasons. Thankfully there have been no serious personal injuries to date but the local community has major concerns that the proposed medium sized enterprise with 30 staff cars plus deliveries will increase the risk of serious accidents, not just at the access but also in and around the village. [...]

Highways Authority:

01.07.2026: Comment

[...] A Transport Statement (TS) has been submitted with the application.

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.

The parking provision and access improvements are stated as not included within the application and it discloses within the TS that this would be part of a further application, the proposed omission of parking at this stage leaves no guarantee that parking would be provided for the site in the future and unless parking is provided or conditioned then I would be required to recommend refusal on the basis of lack of parking. Additionally, the access improvements proposed appear to provide visibility splays which are not secured through this application and as such cannot be guaranteed on what would be considered an intensified use of the access.

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 if the lack of parking and the access improvements can be addressed appropriately.

04.08.2026 No objection subject to condition

[...] 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.

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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 [...] conditions and informative [...]

19.08.2026 Further information required

[...] In regard to the trip generation and anticipated trips on the network, I believe I have covered this within my response dated 04/08/2026, the trip rates supplied by the applicant are believed to be the robust, I have interrogated the TRICS database and taken the view that the trip rates from the freestanding sites are not dissimilar to that offered by the applicant in their assessment for either the office or the industrial units uses.

[...] the trip rate used within the original report for light industry on the AM peak has been identified incorrectly, however this does not alter the anticipated trip generation when looking at the 0800-0900 rates of 0.335 for arrivals and 0.201 for departures as they equate to the trips shown in table 6.2 of the Transport Assessment.

In regard to the lack of sustainable access, the site has been identified on the Strava maps indicating the use and suitability of the surrounding network, this is evident that there is suitable access for cyclist should employees decide to use alternative modes to the private motor vehicle. And I have requested that a Travel Plan Statement, as this site meets the threshold for this requirement, be provided to encourage more sustainable access to the site.

The size of the proposed development does not warrant capacity assessment as it would not meet any of the additional criteria for assessment in terms of anticipated total two-way movements on the network.

With regard to access and visibility, my latest response accepts the argument put forward by the applicant and I believe the site is afforded a reasonable level of visibility, with improvements to this being provided through the condition suggested in my latest response.

[...] the accessibility of the 6 identified parking spaces should be addressed, this would require a slightly larger curtilage to be included within the red line, which I believe would be possible due to the land surrounding the area. However, I would also be willing to accept a lower level of parking as I believe the highest demand for parking would be the office element which requires a maximum provision of 14 spaces, the light industrial use is split between 2 barns, one of which you have pointed out would be used for storage of vehicles/equipment, this would likely have a lesser demand for parking than that of a general industrial use and therefore Barn B and Barn C require 9 spaces each based on

floorspace as a maximum. It would therefore be acceptable for Barn C to have a reduced vehicle parking provision, which could be incorporated into revised plans with a statement of justification based on parking accumulation and perhaps a restriction to B8 storage use only on Barn C. This may also give scope to provide better manoeuvrability within the site to enable larger vehicles to access the barn.

The site may have access rights for larger vehicles such as fire tenders over the adjacent land, though this could also be addressed through the increased site curtilage if this is possible when reconsidering the vehicle parking layout. It would, [...] be useful to see that vehicles can turn within the site to enable access and egress with the public highway in a forward gear.

[...] no detail for refuse storage or cycle storage has been supplied, however Cycle Parking can be conditioned as part of any approval or addressed through the further information required with regard to vehicle parking and curtilage etc.

I would therefore suggest in light of the points above that my no refusal subject to conditions be revoked and that further information be supplied to address the points highlighted above [...]

16.09.2026 No objection subject to conditions

[...] A parking plan has now been submitted demonstrating that the required level of vehicle parking for the site can be accommodated within the curtilage with sufficient space for manoeuvring into/out of the spaces and therefore, it is considered that this can be conditioned to secure the appropriate level of vehicle parking and space for turning.

Vehicle parking for the proposals is detailed on the plan and 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 are as follows, 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.

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. Therefore, it is now considered that no highway objection be raised subject to [...] conditions.

Councils Public Protection Team: No objection subject to condition

Environmental Protection has reviewed the submitted information and raises no objection to the proposal. Given the rural location and proximity of nearby residential receptors, Environmental Protection recommends a condition restricting hours of commercial operation to those set out within paragraph 5.15 of the supporting information, with no operations on Sundays or Bank Holidays, in the interests of residential amenity. [...]

REPRESENTATIONS

At the time of writing, 21 public representations of objection have been received raising the following summarised concerns:

- Impact on highway safety (including pedestrian, cyclists and horse riders etc)
- Insufficient access
- Increased traffic generation
- Local lanes are incompatible with HGV, van or commercial vehicle use
- Insufficient parking
- Unsustainable location
- Impact on noise and disturbance
- Impact on rural character
- Impact on National Landscape and Conservation Area
- Potential for intensification of use in the future

ASSESSMENT

Permitted Development

Under the provisions of Schedule 2, Part 3, Class R of the GPDO, *development consisting of a change of use of a building and any land within its curtilage from a use as an agricultural building to a flexible use—*

- (a) falling within one of the following provisions of the Use Classes Order—*
 - (i) Class B2 (general industrial) of Schedule 1;*
 - (ii) Class B8 (storage or distribution) of Schedule 1;*
 - (iii) Class C1 (hotels) of Schedule 1;*
 - (iv) Class E (commercial, business or service) of Schedule 2; or*
 - (v) Class F.2(c) (outdoor sport or recreation) of Schedule 2; or*
- (b) for the provision of agricultural training*

is permitted development.

The scheme is for the change of use of 3no buildings and land within the curtilage to a flexible Class E use.

There are limitations to Part 3, Class R permitted development which are outlined as 'development not permitted' under section R.1 and there are set conditions associated with the permitted development which are listed under sections R.2 and R.3 of the same part.

Overall, based on review of all information available, the scheme appears to be development permitted under the provisions of Schedule 2, Part 3, Class R and PA on set matters is required.

Prior Approval

When considering whether to grant Part 3, Class R PA, Condition R.3(1)(b) outlines that the LPA is limited to assessing the following set subject matters:

- (a) transport and highways impacts of the development,
- (b) noise impacts of the development,
- (c) contamination risks on the site,
- (d) flooding risks on the site

A number of public objections raise broader concerns regarding the sustainability of the location and the principle of introducing commercial uses in a rural area. Whilst those concerns are noted, the principle of the use is established by Schedule 2, Part 3, Class R subject to compliance with the relevant limitations and conditions. The Councils assessment under this PA application is therefore restricted to the matters above which will be discussed in the next section of this report.

Transport and highways impacts of the development

The prior approval submission included a transport assessment (TA) which includes assessment of the existing highway conditions, access arrangements, parking requirements and likely trip generation associated with the proposed change of use. The submitted information indicates that the proposal would comprise approximately 404m² of office accommodation and 547m² of light industrial floorspace; the submitted assessment estimates that the development would generate approximately 9 two-way vehicle movements during the AM peak hour and approximately 11 two-way vehicle movements during the PM peak hour.

Consultation with the Councils highways team, requesting specialist guidance on the submission and proposal has been carried out throughout the course of the application.

The application has generated significant public interest and a number of representations from members of the public and the Parish Council have raised concerns regarding highway safety and the suitability of the local road network. Of particular relevance is how the Parish Council commissioned an independent transport review which identified issues with the adequacy of the proposed visibility splays, parking provision, the methodology used to calculate trip generation,

potential HGV movements, the suitability of the surrounding highway network for additional traffic and the accessibility of the site by sustainable transport modes. The independent transport review concluded that the proposal should be refused on highway safety grounds.

In response to the concerns raised by consultees and third parties, the applicant submitted a suite of additional information which included a revised parking layout, further justification regarding trip generation and access visibility, and a technical response to the transport evidence. The Councils highways team advised on 04.08.2026 that the parking concerns had been sufficiently addressed by the revisions and further advised that the applicant's technical response satisfactorily addressed the issues raised within the independent transport review concluding that no highways objection should be raised; however, further objection from the Parish Council challenged the conclusion and expressed their opinion that the content of the submission (as a whole) remained insufficient to allow for assessment of highway safety matters.

Having regard to those additional concerns, the Councils Highway Authority undertook a further review and formally requested another suite of further detail from the applicant on 19.08.2026 regarding parking layout, manoeuvrability, vehicle turning and site circulation; as part of that request, they maintained the view that the trip generation methodology is robust and the visibility and sustainable arguments advanced by the application are acceptable.

The applicant provided the request final revised parking plan which demonstrates that 32 parking spaces can be accommodated within the site along with associated manoeuvring space. On 16.09.2026 the Councils Highways team provided a final representation of no objection subject to conditions, reaffirming the position that the redevelopment of the site for office and light industrial uses would not result in a significant impact on the surrounding highway network.

It is acknowledged that local residents and the Parish Council remain concerned regarding the constrained nature of the local road network particularly in light of a recent collision in proximity; these concerns have been carefully taken into account alongside the technical evidence provided. On this occasion, given that no substantive evidence demonstrating a direct relationship between the collision and this proposed site/scheme has been provided, the final representation from the Councils Highways team remains the most up-to-date position and it is not considered that this needs to be further revisited prior to this application being determined.

Having regard to the submitted evidence and representations received, with the inclusion of conditions, the scheme as proposed would not result in unacceptable transport or highway impacts.

Noise impacts of the development

The submission includes a planning statement which explains how the buildings have historically been used for agricultural purposes including the storage of grain and agricultural machinery. It is noted that agricultural activities can generate noise associated with vehicle movements, machinery operation and seasonal farming activities; the applicant contends that the proposed uses would generate a comparable (or potentially reduced) noise profile.

Public representations have, however, raised concerns regarding noise impacts of the development, indicating that insufficient information has been provided to be sure that unacceptable noise impacts would not arise. Consultation with the Councils Public Protection team has been carried out for their specialist guidance which resulted in no objection being raised.

Notwithstanding the lack of objection, the representation acknowledges the proximity of nearby residential properties and recommends a condition be applied to restrict the hours of commercial operation. The recommended condition is necessary to protect nearby residential amenity from noise impacts.

Having regard to the submitted evidence and representations received, with the inclusion of a condition, the scheme as proposed would not result in unacceptable noise impacts.

Contamination risks on the site

Detail provided indicates that Barns A and C benefit from concrete floors and confirms that no operational development or ground disturbance forms part of the proposal. There has been no evidence provided to identify historic land uses which would ordinarily be associated with significant contaminated land risks and no explicit objection has been received on that matter.

Having regard to the submitted evidence and representations received, the scheme as proposed would not result in unacceptable contamination risks.

Flooding risks on the site

The site is flood zone 1 and not at high risk of flooding from surface or groundwater sources. No evidence has been identified to indicate that the proposed development would increase flood risk on-site or elsewhere.

Having regard to the submitted evidence, the scheme proposed would not result in unacceptable flood risks.

CONCLUSION:

Based on the information available, the notified development is permitted development provisioned under Class R of Part 3, Schedule 2 of The Town and Country Planning (General Permitted Development) (England) Order 2015 and requires the prior approval of the Local Planning Authority.

Consultation has been engaged in, and review of PA matters has been carefully carried out. On this occasion, with the inclusion of necessary conditions, no adverse highway safety, noise, contamination or flood impacts would likely arise as a result of the proposed change of use and it is recommended that PA be granted.

RECOMMENDATION: Prior Approval is required and should be GRANTED subject to conditions contained within Schedule 2, Part 3, Class R of the General Permitted Development Order and the following Local Planning Authority applied conditions imposed under the provisions of paragraph W:

1. The development for which prior approval is hereby granted shall be carried out in accordance with the following approved plans received on 17.08..2026

Site Plan, Rev A
Parking Plan, Rev B

REASON: For the avoidance of doubt and in the interests of proper planning

2.
 - a) No part of the development hereby permitted shall be first brought into use until the 32 parking spaces shown on the approved plans have been completed in accordance with the details.
 - b) The area shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

3.
 - a) 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 principles laid out in Appendix 4 of Wiltshire's LTP3 Cycling Strategy.
 - b) The facilities shall be made available for use prior to the first occupation in accordance with the approved details and 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.

4.
 - a) No part of the development shall be first brought into use, 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.
 - b) The visibility splays shall always be maintained free of obstruction thereafter.

REASON: In the interests of highway safety

5.
 - a) 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 shall include, but not necessarily be limited to, the appointment of a travel plan co-ordinator.
 - b) Within 6 months of the approval of the travel plan statement, the approved measures contained within shall be implemented.

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

6. The use of the buildings for commercial purposes (Class E) shall be limited to the following hours:
07:30-18:00 Mondays to Fridays;
08:00-13:00 Saturdays;
No operations on Sundays or Bank Holidays.

REASON: In the interests of protecting residential amenity

INFORMATIVES TO APPLICANT:

In line with Schedule 2, Part 3, Class R of the General Permitted Development Order, development is subject to deemed conditions. For the avoidance of doubt, those which are relevant have been summarised below:

- a) a site which has changed use under Class R may, subject to paragraph R.3, subsequently change use to another use falling within one of the use classes comprising the flexible use;
- b) For the purposes of the Use Classes Order and the General Permitted Development Order, after a site has changed use under Class R the site is treated as having a sui generis use;
- c) after the site has changed use under Class R, the planning permission granted by Class E of Part 7 (*hard surfaces for commercial, business or service etc premises*) apply to the building, subject to the following modifications:
 - (i) curtilage has the meaning given in paragraph X (either the piece of land, whether enclosed or unenclosed, immediately beside or around the agricultural building, closely associated with and serving the purposes of the agricultural building, or an area of land immediately beside or around the agricultural building no larger than the land area occupied by the agricultural building)
 - (ii) any reference to office building is to be read as reference to the building which has changed use under Class R