



RESPONSE TO HIGHWAYS COMMENTS

APPLICATION REF. PL/2026/02953

On behalf of: Mr. & Mrs. H Mackenzie-Smith

Site: Dutch Barn To The West of Knighton House, Ramsbury, Marlborough, Wiltshire.

Proposal: Change of use from Agriculture to Flexible Commercial Use falling within Class E(g)(i), pursuant to Schedule 2, Part 3, Class R of the Town and Country Planning (General Permitted Development) (England) Order 2015.

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1. Introduction

- 1.1 It is proposed that an existing Dutch Barn to the west of Knighton House, Ramsbury be converted to a Class E(g)(i) use. A Prior Notification planning application to this effect was submitted to Wiltshire Council in May 2026 and given the reference PL/2026/02953.
- 1.2 The Wiltshire Council Highways Development Management officer has provided two consultation responses dated 15th and 19th June 2026. The initial response raised an objection on the basis of insufficient visibility at the existing access coupled with insufficient car parking provision. This position was tempered within the second response where more detail was requested on the likely change in vehicle movements associated with the change of use and identification of the levels of visibility that are currently available.
- 1.3 This note seeks to provide the additional information requested and covers the three main highway issues, namely: on-site car parking provision, available visibility to and from the existing access, and the likely traffic generation in both the existing and proposed scenarios.
- 1.4 Notwithstanding the above, it is noted that the current prior approval application mirrors a previous one reference PL/2022/07757. The Wiltshire Council highway officer did not raise any objections to this previous application with the Council decision notice (dated 30th November 2022) confirming that prior approval was not required.

2. Car Parking Provision

- 2.1 The initial planning application identified that the 218.9m² floor area of the proposed E(g)(i) offices, would be provided with 3 formal car parking spaces to the front of the building and an open parking area to the side. This level of provision was deemed insufficient with the Highways consultation responses requiring the provision of 7 formal spaces.
- 2.2 Wiltshire Council's parking standards were updated in February 2026 and for a Class E(g)(i) office use are now an optimum of 1 space per 30m². For the 218.9m² floor area of the existing barn / proposed offices, this equates to the 7 spaces identified by the highway officer.
- 2.3 The proposed Site Plan has been updated and is attached as **Appendix A**. This now shows the 7 formal spaces required and accords fully with the Council's parking standards. All spaces will be provided at the new 5.0m by 2.5m dimensions.

3. Available Visibility

- 3.1 The existing barn benefits from its own dedicated drop kerb, verge crossover vehicle access from the B4192 which in turn links Aldbourne (west) to Chilton Foliat (east). This access will be retained to serve the converted barn.
- 3.2 The B4192 has a carriageway width of approximately 6.0m in the vicinity of the access and has a broadly straight and level alignment as it heads east towards Chilton Foliat. To the west, the road passes through a crossroads junction (southern arm to/from Ramsbury village) before passing through an approximately 110m radius bend that slightly limits forward visibility. The road then continues north towards Whittonditch and Aldbourne.
- 3.3 Current traffic flows on the B4192 in the immediate vicinity of the existing access are unknown. The Department for Transport Road Traffic Statistics website does however identify a count point (No.808575) on the B4192 just south of Whittonditch and approximately 1km from the access. This provides a useful guide to likely traffic flows in the area.
- 3.4 A manual survey undertaken at the count point in 2019 identified a two-way annual average daily flow of 2,605 motorised vehicles. Flows may have increased since 2019 but are still unlikely to be greater than say 3,000 two-way vehicles per day. The B4192 can therefore be described as lightly trafficked particularly given the width of the carriageway and the associated horizontal and vertical alignments.
- 3.5 Traffic speeds on the B4192 past the access are unknown. The speed limit is 60mph although observations on site suggest that the actual average and 85th percentile speeds are likely to be lower than this maximum value. Eastbound speeds in particular are likely to be significantly lower given the presence of the crossroads coupled with the 'SLOW' road markings and 'Reduce Speed Now' signage on the approach to the bend and the junction.
- 3.6 Available visibility from the existing access is shown on the plan attached as **Appendix B**. When looking right (east) on exit from the existing access visibility is approximately 146m to the nearside edge of carriageway when measured from a 2.4m set back distance. This equates to an 85th percentile traffic speed of just under 50mph. Available visibility to the right on exit is therefore likely to be broadly in compliance with the actual speed of passing traffic.
- 3.7 When looking left (west) on exit from the access, the available visibility to the nearside edge of carriageway is approximately 108m from a 2.4m set back. This equates to an 85th percentile speed of just under 40mph which again is likely to be broadly in compliance with the actual speed of traffic particularly given the constraining effects of the bend and the crossroads.
- 3.8 Visibility to the rear of a vehicle waiting on the B4192 to turn right into the site is also a key factor. This is shown to be 74m which equates to the stopping sight distance required for a traffic speed of approximately 34mph when Design Manual for Roads and Bridges design criteria are used.
- 3.9 It must be noted that the existing access to the site has broadly the same forward visibility to the rear of a vehicle waiting to turn right as the existing crossroads junction. The 'Crashmap'

website identifies that there have been no recorded personal injury collisions at the crossroads itself (or at the site access) over the full 26 years for which data is available. This suggests that the crossroads currently operates safely despite the restricted eastbound forward visibility to the rear of a right turning vehicle.

- 3.10 Given the close proximity of the site access to the crossroads, the above indicates that the access is also likely to operate safely despite the restricted forward visibility. The presence of the 'SLOW' road markings and 'Reduce Speed Now' signage on the eastbound approach to the bend and the crossroads will also be beneficial to the continued safe use of the existing access.

4. Likely Change in Traffic Movement

- 4.1 The TRICS trip rate database has been interrogated to identify the likely number of vehicle movements associated with the proposed Class E(g)(i) commercial use of the existing barn. The search criteria within TRICS were limited to survey sites with a floor area of less than 800m² and an 'edge of town' location noting that there are no surveys available in a 'free standing' or 'village' location. The TRICS outputs are attached as **Appendix C**.
- 4.2 Likely traffic flows for the offices post development are identified as being approximately 12 arrivals and 11 departures over the course of a 12 hour day (07:00 to 19:00). In the morning peak hour there are likely to be 3 arrivals and 0 departure while in the evening peak hour there are likely to be 0 arrivals and 4 departures. Future traffic flows will clearly be very low.
- 4.3 TRICS does not contain agricultural related survey sites so cannot be used to identify the likely fallback position associated with the barn's current agricultural use. Likely traffic movements therefore need to be considered from first principles. Information obtained from the land owner identifies that the barn has historically been used for a range of purposes including lambing, storage of hay and straw, and storage of farm machinery.
- 4.4 The barn's use for lambing requires frequent vehicle movements associated with the import of feed and straw for bedding, coupled with the removal of animal waste and similar. It also requires numerous and frequent vehicle trips for animal husbandry purposes.
- 4.5 Bulk storage of hay or straw involves a significant number of tractor and trailer movements over a short period while crops are harvested, baled and transferred to the barn for storage. This is followed by a lower number of regular vehicle movements as the stored materials are removed when required elsewhere for animal feed or bedding.
- 4.6 Use of the barn for the storage or parking of farm vehicles and associated machinery also involves frequent vehicle movements. Vehicles parked overnight are typically collected in the morning for use elsewhere and returned for parking at the end of the farming day. Other trips to collect or return items of agricultural machinery could also be made throughout the day.
- 4.7 In general it is not possible to be definitive on the typical number of vehicle movements per day that could be associated with the barn's agricultural fallback position. Much depends on how the barn is used within the context of wider agricultural activities and the seasonal nature of farming. It is however clear that the barn has a strong fallback position in traffic terms which at least in part will offset the low number of vehicle movements likely to be associated with the proposed office use.
- 4.8 Whatever the actual number of vehicle movements associated with the existing barn it must be noted that conversion to an office use will be beneficial to highway safety. The office use will primarily involve cars turning on and off the B4192 whereas the existing agricultural use is likely to involve tractors, trailers and associated machinery. Permanent removal of these larger, slow moving vehicles from the existing access will clearly have a positive impact on its operation and safety together with that of the B4192.

5. Conclusions

- 5.1 The proposed site layout has been amended to provide 7 car parking spaces which accords fully with Wiltshire Council's updated parking standards.
- 5.2 Driver visibility available to and from the existing access junction is less than that required for the 60mph speed limit. It is however considered appropriate given that existing road markings and signage advise drivers to slow meaning that the actual speed of eastbound vehicles is likely to be materially lower than the speed limit. The adjacent crossroads and existing access have an excellent road safety record and there is no reason to believe that this will change post development.
- 5.3 Vehicle movements associated with the proposed commercial use are predicted to be approximately 12 vehicle arrivals and 11 vehicle departures per weekday (maximum 4 two-way movements in any one hour). It is not possible to accurately identify the fallback position associated with the existing agricultural use of the barn although it could involve numerous movements by large slow moving tractor and trailer type vehicles. Removal of these from the existing access will be a clear benefit of the change of use.
- 5.4 The above indicates that the proposed change of use will have no significant impact on the operation or safety of the existing site access junction. As such, there are no highway issues to hold against the development proposals.
- 5.5 The current application mirrors a previous application for the barn from November 2022 (PL/2022/07757) through which Wiltshire Council confirmed that prior approval was not required. With no change to the proposed development or its access or traffic implications, it is considered that a similar decision should be made with regard to the current application.

Appendix A – Proposed Site Plan (Updated)

Appendix B – Visibility Splays Plan

Appendix C – TRICS Outputs