

Application Number:	PL/2026/03351
Location:	The Old Rectory, Everleigh, Marlborough, SN8 3EY
Proposal:	Prior Approval, Part 3, Class Q - Change of use of agricultural barn into 4 dwellings including building works

[SN8 3EY - Google Maps](#)

[A342 - Google Maps](#)

The following comments are made in response to the submitted Highway Technical Note, August 2026.

The Local Highway Authority has reviewed the submitted Highway Technical Note and notes the conclusions reached regarding the potential traffic generation associated with the proposed Class Q development and comparisons drawn with a potential Class R fallback position.

The application site is served by an existing access onto the A342, a Class 1 road subject to a 50mph speed limit. The submitted Technical Note acknowledges that visibility available at the access is below the distance normally sought for a road of this nature and does not dispute the Local Highway Authority's position that visibility at the junction is substandard.

Whilst the submitted Technical Note seeks to demonstrate that the proposed residential use could generate fewer vehicular movements than a potential Class R/Class E fallback scenario, insufficient information has been provided regarding the future operation of the wider agricultural unit. The application building forms part of a wider group of agricultural buildings and the submitted Planning Statement confirms that the proposal relates only to the application barn and not the wider group of buildings associated with the holding.

In the absence of information regarding the extent of agricultural activities that may continue to operate from the retained buildings and land, it has not been demonstrated whether the vehicular activity associated with the proposed dwellings would replace existing lawful traffic movements or whether residential traffic would be introduced in addition to traffic associated with retained agricultural uses.

The Local Highway Authority also notes the reference made to application PL/2024/10157 at Plymouth, Stock Lane, Landford. However, each application must be considered on its own merits having regard to its particular site characteristics and circumstances. Whilst the existence of a fallback position was a material consideration in that case, the circumstances are not directly comparable. In the present case, the proposal would utilise an access onto a 50mph Class 1 road where visibility is acknowledged to be substandard, and the applicant has not demonstrated the level of traffic likely to continue to be generated by the retained agricultural unit.

Consequently, the submitted information does not satisfactorily demonstrate the overall impact of the proposed development on movements using this substandard access, nor

does it demonstrate that the proposed change of use would not result in an unacceptable impact on highway safety.

Accordingly, it has not been demonstrated that the proposal satisfies the transport and highways considerations set out under Class Q.2(1)(a) of the GPDO and, on that basis, the Local Highway Authority maintains an objection to the application.

Amanda Hall
Highways Development Management Engineer