

Highway Development Management Consultation Response

Planning Application Ref: PL/2026/00168

Site Address: Hazelbury Manor, Bradford Road, Hawthorn, Corsham, SN13 8HX.

Proposal: Change of use of Hazelbury Manor (Grade I listed), Dower House (Grade I listed) and The Granary (Grade II listed) from mixed used, residential (C3) and agricultural, to hotel use (C1) with ancillary parking.

Date of Consultation Response: 13/02/2026

I refer to the above planning application dated 21/01/2026 seeking permission for a change of use of Hazelbury Manor (Grade I listed), Dower House (Grade I listed) and The Granary (Grade II listed) from mixed used, residential (C3) and agricultural, to hotel use (C1) with ancillary parking.

The site has three points of existing access, the first existing access is onto an unclassified section of public highway to the south of the site which connects to the B3109 Bradford Road both sections of public highway are subject to a speed limit of 60mph. There are no plans to alter this existing access to the south with the public highway which leads to a private track and PROW footpath BOX54. A second point of access to the northwest directly connects through private track and PROW footpath BOX51 to Hazelbury Hill an unclassified section of public highway subject to a speed limit of 30mph. A third access point exists to the northeast and connects to Bradford Road, this is also a PROW Bridleway BOX51. There are no plans to alter either existing point of access to the north with the public highway.

All accesses appear to be single track and as the proposals would increase use of these it is important to provide passing places and widening to enable vehicles to pass within the site curtilage and remove any need to reverse onto the public highway.

A network of PROW Bridleways and footpaths cross the site at various locations and link to the previously highlighted PROW footpaths which are present along the length of the private access tracks. The considered directly affected PROWs are Bridleway BOX51 which also crosses through the site, footpath BOX51 and footpath BOX54.

A Transport Statement has been submitted to support the application which highlights the access and PROW network mentioned above, it also identifies the closest bus stop on Bradford Road to the north of the southern access point at approximately 100m from the junction with Bradford Road. Whilst this is within recommended walking distances from the access, the site is located some distance from that point and therefore it is not necessarily considered accessible in terms of acceptable walking distance.

The northeastern access has been assessed in terms of visibility and based on the recorded 85th percentile speeds, this has been demonstrated with appropriate Y-distances from DMRB on a 2.4m set back.

The anticipated trip generation has been calculated for the site based on the number of bedrooms proposed which details that there would be a total of 73 two-way trips per day associated with the proposals, 8 of which would occur in each of the AM and PM peak periods for travel on the surrounding highway network. Occupancy rates have been investigated to infer that the determined trip generation is likely to be a worst-case scenario given the average occupancy was calculated as 79%.

Vehicle parking has been identified off the private track to the south of the site which is accessed from the PROW BOX54. This has been provided at the required level to operate without causing overspill onto the public highway, the inclusion of additional staff parking within the agricultural yard to ensure that operational needs are met at higher parking demand times is accepted.

Whilst traffic generation would not be considered of detriment to the surrounding highway network, the access arrangements along a number of PROW's and likelihood for conflicting vehicle movements as well as conflicting movements between pedestrians/vehicles/horses has not been considered. I feel that there should be consideration given to passing places and access geometries to ensure that no reversing onto the public highway at the access points would be required and that safe passing can be achieved along the PROWs as well as refuge for non-vehicular traffic. If this can be demonstrated and any treatment agreed with the Countryside Access Team, then I will be in a position to make a recommendation with regard to highways.

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