

## 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:** 25/03/2026

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. A Technical Note has been submitted in response to the previous issues highlighted through highways consultation. I therefore wish to provide additional observations in this regard whilst retaining previous relevant observations.

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.

The proposals include a one-way circulatory operational access utilising the southern access and the northern accesses to the east of the site, these are private roads/PROWs which the site has right of access over for vehicles.

All accesses appear to be single track and with a proposed one-way system, it is unlikely that there would be conflicting vehicle movements for the development proposals.

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 was 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. This remains unchanged and as such there would still be considered to be a heavy reliance on the private motor vehicle for access.

The northeastern access has been assessed in terms of visibility and based on the recorded 85<sup>th</sup> 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.

As mentioned previously, 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 now been considered. It has been stated that it is not possible to provide passing places and the one-way system for access would remove the perceived conflict issues highlighted previously. The provision of signing to highlight the presence of vulnerable road users is welcomed and would require discussion with the Countryside Access Team for appropriate signing.

It is therefore considered that no highway objection be raised subject to a suitable condition for appropriate signing on the PROWs affected by the increase in traffic using BOX54 and BOX51 and the following conditions, in the absence of any PROW consultation, as part of any approval:

#### **ROW (in absence of a CMS/consultation) ACCESS**

No construction / demolition vehicle access may be taken along [BOX51 and BOX54] without prior consultation with the Wiltshire Council Rights of Way Warden. Where appropriate any safety/mitigation/reinstatement measures must be approved by the Wiltshire Council Rights of Way Warden.

Reason: To ensure the public right of way remains available and convenient for public use.

#### **ACCESS OVER ROW**

Access over public footpath/bridleway

The application indicates access to the application site will be over land which is subject to a public footpath/bridleway. Section 34 of the Road Traffic Act states that "...if without lawful authority a person drives a motor vehicle-

(b) on any road being a footpath or bridleway he is guilty of an offence".

Lawful authority is taken to mean the express permission of the owner of the land.

The applicant should ensure that all necessary rights in respect of vehicular access to the application site can be secured.

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

[HighwaysDevelopment@Wiltshire.gov.uk](mailto:HighwaysDevelopment@Wiltshire.gov.uk)