

Application Number:	PL/2026/03276
Location:	Yarnfield Manor, Maiden Bradley, Warminster, Wiltshire, BA12 7HX
Proposal:	Class R of Part 3: Change of use of building to Class E(d) "Indoor sport, recreation or fitness, not involving motorised vehicles or firearms or use as a swimming pool or skating rink, principally to visiting members of the public"

[BA12 7HX - Google Maps](#)

[Coker's Ln - Google Maps](#)

Further HDM consultation response following receipt of additional information regarding the use of the building.

Proposed Use and Traffic Impacts

The proposal seeks a change of use to Class E(d) indoor sport/fitness.

Subsequent information has been provided advising that the building is intended to operate as a single indoor racquet sports court. It is understood that use of the facility would be managed by an online booking system, with 30-minute periods between bookings to avoid overlap between users. The facility would operate between 0800hrs and 2000hrs and access would be controlled via a coded entry system, with no staff present on site. It is also understood that the applicant would be agreeable to a condition requiring the submission and approval of an Operational Management Plan prior to first use.

Whilst this additional information provides greater clarity regarding the intended operation of the facility, it confirms that the proposed use would generate a regular pattern of customer arrivals and departures throughout the day associated with a visitor-based recreational use.

The lawful fallback agricultural use is likely to generate intermittent and seasonal vehicle trips associated with agricultural operations. In contrast, the proposed Class E(d) use would attract members of the public travelling to and from the site throughout the day, resulting in a materially different trip profile and a significant intensification in the frequency of vehicular movements associated with the building.

No supporting evidence has been submitted to demonstrate the level of traffic generated by the existing agricultural use, nor has any transport assessment been provided to quantify or assess the impact of the proposed use on the surrounding highway network. In the absence of such information, the Highway Authority remains of the view that the proposal would result in a material increase in vehicular movements associated with the site.

Highway Safety Implications

The site is accessed via Duke's Lane, a narrow rural lane which is constrained by mature vegetation, raised verges and hedge boundaries. There are limited opportunities for vehicles to pass and forward visibility is restricted in a number of locations along the route.

The proposed use would introduce regular visitor traffic unfamiliar with the local highway network. Increased opposing vehicle movements would be likely to result in conflict between

vehicles at constrained sections of the lane, requiring reversing manoeuvres over extended distances in order to reach suitable passing locations.

The lane is also used by agricultural vehicles, residents, equestrians and pedestrians. The increase in vehicle movements associated with the proposed use would increase the likelihood of vehicle conflict and compromise highway safety for existing users of the lane.

Access and Highway Network

Access to the building is taken directly from Duke's Lane, a narrow rural lane of limited width and alignment.

Whilst the access currently serves the agricultural unit and associated residential properties, its suitability must be considered in the context of the proposed visitor-based recreational use and the resulting change in traffic characteristics.

Although the proposal relates to a relatively modest floorspace and a single court facility, the development would nevertheless introduce regular customer trips throughout the operating day. The Highway Authority has not been provided with any transport evidence to demonstrate that the local highway network is capable of safely accommodating this increase in vehicle activity.

The applicant has not submitted any assessment of vehicle arrivals, passing opportunities within Duke's Lane, vehicle interaction, or evidence demonstrating that the increase in traffic can be accommodated without detriment to highway safety.

Furthermore, observations of the access indicate that visibility is constrained by vegetation and highway boundary features. Whilst it may be possible for visibility improvements to be secured within land under the applicant's control, no details of any proposed mitigation have been submitted.

Conclusion

The additional information provided confirms the intended operation of the facility but does not alter the Highway Authority's concerns regarding the suitability of the surrounding highway network.

The proposed change of use would introduce regular visitor traffic throughout the day and would result in a material intensification of vehicular movements when compared with the existing agricultural use of the building. Given the constrained nature of Duke's Lane, its limited width, restricted visibility and limited opportunities for vehicles to pass, the Highway Authority is not satisfied that the local highway network can safely accommodate the increased frequency of vehicular movements associated with the proposal.

In the absence of robust transport evidence demonstrating otherwise, the Highway Authority considers that the proposal would lead to increased vehicle conflict and a consequent deterioration in highway safety conditions.

The Highway Authority therefore maintains its objection to the proposal for the following reason:

The proposed change of use would result in a material intensification of vehicular movements along Duke's Lane, a constrained rural lane of limited width, restricted visibility and limited passing opportunities, which is unsuitable for accommodating the increased level and frequency of traffic associated with a visitor-based recreational use. The resulting increase in opposing vehicle movements would give rise to vehicle conflict, reversing manoeuvres and a detrimental impact on highway safety. The residual cumulative impact on the local highway network is therefore considered to be severe.

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