

Application Number:	PL/2026/03633
Location:	Yarnfield Manor, Maiden Bradley, Warminster, Wiltshire, BA12 7HX
Proposal:	Change of use of Dairy Cottage to separate residential use and associated alterations and landscape enhancements

[BA12 7HX - Google Maps](#)

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

Introduction and Proposal

The proposal seeks the change of use of Dairy Cottage to a separate residential use and associated alterations and landscape enhancements.

This response addresses transport and highway impacts only, in line with HDM remit.

Existing Use and Fallback Position

The application form describes the existing use of the site as a redundant agricultural building and equestrian land.

The building has previously been converted from its likely original use as a cart horse stable to residential use in 2015/16 for groom's accommodation and/or holiday let accommodation following the granting of permission, however it is not clear if either use was occupied. The building has been left vacant.

The site includes an existing manege which is understood to have been used by the on-site livery.

Planning History

15/04764/FUL Change of use of Dairy Cottage from agricultural to residential with associated alterations – Permitted 25 September 2015 with occupancy restriction for se by staff in connection with the wider agricultural se of the Yarnfield Manor (Grange Farm)

16/06319/FUL Change of use from Agricultural to Residential for the purposes of Holiday Lettings – Permitted 13 September 2016

Proposed Use and Traffic Impacts

The proposal seeks a change of use to a separate and independent residential 2-bedroom dwelling.

The use of the building and the associated vehicular access has been previously accepted for residential use, albeit with some restrictions on the use.

The site is not considered to be in a sustainable location, in transport terms, and future residents would be highly reliant on the private car to access local facilities, employment and services.

The number of vehicle movements generated by an independent dwelling compared to the previously accepted holiday let or grooms' accommodation would not be of a level which would be considered a severe increase in traffic generation or give rise to unacceptable impacts of highway safety.

Highway Safety Implications

Due to the constrained nature of Dukes Lane, the introduction of additional residential traffic could result in some conflict between vehicles in narrow sections of Duke's Lane and increase the likelihood of reversing manoeuvres over extended distances.

However, given the limited additional traffic generated by a single residential dwelling, the impact on the highway network could not be considered severe.

Access and Highway Network

Access to the building is taken directly from Duke's Lane, a Class 3 road, which is a narrow lane with raised verges and hedge boundaries to both sides of the carriageway. The access also serves Monks Cottage and an agricultural building which is the subject of a Prior Approval application for change of use to flexible commercial use (PL/2026/03276).

The traffic implications of application PL/2026/03276 have been considered separately and do not materially alter the traffic impacts arising from the current proposal.

Duke's Lane, in the vicinity of the site, is of a single vehicle width with limited passing opportunities, only available within field gate entrances.

The site benefits from an existing agricultural access, which serves as access to an agricultural barn and a residential unit. This access has limited visibility onto Duke's Lane, but it is noted that land either side of the access is within the applicant's ownership, and is therefore capable of improvement.

The submitted plans indicate sufficient land is available to improve visibility and a condition is recommended requiring the provision of visibility splays in accordance with details approved by the LPA.

Parking and Manoeuvring

The proposed Site Location and Block Plans drawing indicates the location and arrangement for two car parking spaces together with turning facilities, which confirms the arrangement would be suitable for the parking and manoeuvring needs of the proposed dwelling.

Conclusion

The Highway Authority considers that the proposed change of use to an independent dwelling would not be sustainable in transport terms, having regard to its remote location from local services and access to public transport. However, given the history of the building, for which some residential use has previously been accepted, and the supporting policies for the re-use of agricultural buildings for residential, it will be a matter for the Planning Case Officer to determine if a sustainability objection is appropriate.

The traffic generated by a single dwelling would not add significantly to the local highway network and would not be materially different to that which has been accepted in the past.

The access serving the site is far from ideal in terms of visibility, but the applicant owns sufficient land to enable some improvements to be made.

The Highway Authority concludes that the change of use of the building to a single independent residential unit would not result in an unacceptable uplift in traffic onto the highway network, and the impact on the highway safety would not be severe.

It is therefore recommended that no highway objection is raised, however, it is recommended that the following conditions be attached to any permission granted.

Conditions

No part of the development hereby permitted shall be first occupied until the parking spaces and turning areas have been completed in accordance with the details shown on the approved plans. The areas shall always be maintained for those purposes thereafter and maintained free from the storage of materials.

REASON: In the interests of highway safety.

Prior to first occupation, details of visibility splays at the site access shall be submitted to and approved in writing by the Local Planning Authority. The approved visibility splays shall thereafter be provided prior to occupation and maintained free from obstruction above 900mm.

REASON: In the interests of highway safety.

Amanda Hall
Highways Development Management Engineer