

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](#)

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

Further HDM consultation response following receipt of the Highways Technical Note dated 21st August 2026

The submitted Highways Technical Note has been reviewed together with the additional information provided regarding the proposed operation of the building as an indoor racquet sports facility.

The Highway Authority notes that the site is served by Duke's Lane and the surrounding rural highway network, which comprises narrow lanes of limited carriageway width with restricted passing opportunities. The route is constrained by its rural character, limited visibility in places and the presence of hedgerows and verges. The Highway Authority therefore remains of the view that the surrounding highway network has limited capacity to accommodate significant increases in traffic.

The submitted Technical Note seeks to quantify the anticipated traffic generation associated with the proposed use and indicates that the development would result in a relatively modest level of vehicle activity associated with a single court facility operating under a managed booking system. The submitted information also indicates that bookings would be controlled to limit overlapping arrivals and departures.

The Highway Authority acknowledges that the proposed use would generate a different pattern of vehicle movements from the existing agricultural use, with trips occurring throughout the day by visitors travelling to and from the site. Whilst this would increase the frequency of vehicle movements using Duke's Lane, the submitted information indicates that the overall scale of traffic generation would remain relatively low.

The wider farmstead contains a mix of agricultural and non-agricultural buildings, including buildings which have been converted to residential use and others which are currently subject to planning proposals for residential conversion. Whilst these form part of the wider context of the site, the Highway Authority has assessed the current proposal on its own merits and has not relied upon those developments as justification for the proposed change of use.

Notwithstanding the continuing concerns regarding the constrained nature of Duke's Lane and the suitability of the route for intensive forms of development, the Highway Authority is not satisfied that the submitted evidence demonstrates that the additional traffic associated with the proposed Class R development would be of such a scale as to result in an unacceptable impact on highway safety or a severe residual cumulative impact on the highway network. Having regard to the limited scale of the proposed use and the information submitted in support of the application, no highway objection is raised subject to the following condition being attached to any permission granted to ensure that the facility operates in the manner described within the submitted information, upon which the highway assessment has been based.

The development shall be operated in accordance with the operational arrangements set out within the submitted Highways Technical Note dated 21 August 2026, including the managed booking system, minimum separation between bookings and stated operating hours, unless otherwise agreed in writing by the Local Planning Authority.

REASON: In the interests of highway safety and to ensure that the development operates in the manner assessed by the Highway Authority, having regard to the constrained nature of Duke's Lane and the surrounding rural highway network.

Advice Note

The absence of a highway objection in this instance reflects the limited scale of the proposed single-court facility and the level of traffic generation indicated within the submitted information. It should not be interpreted as indicating that the Highway Authority considers Duke's Lane suitable for more intensive forms of development, and any future proposals would need to be assessed on their own merits having regard to the prevailing circumstances at that time.

The Highway Authority recommends that opportunities are taken to improve visibility at the site access where this can be achieved within land under the applicant's control.

Amanda Hall
Highways Development Management Engineer