ERECTION OF 2 No. 3-BED DETACHED DWELLINGS AND 1 No. 1-BED ANNEX

49A, HIGH STREET, CHAPMANSLADE, BA13 4AL

ACCESS TECHNICAL NOTE

Wiltshire Council Planning Reference: PL/2023/09506

1 Introduction

1.1 Miles White Transport Ltd (MWT) has been appointed by Mr Nicholas Russell to provide transport planning advice in relation to the proposed development of 2 No. 3-bed detached dwellings and 1 No. 1-bed annex within the garden of the existing No. 49A High Street, Chapmanslade, Wiltshire.

1.2 A planning application for the proposals was submitted to Wiltshire Council in October 2023 and subsequently referenced PL/2023/09506. The Council's highway officer has provided a consultation response dated 4th December 2023 which requested additional information. For completeness, the consultation response is attached as **Appendix A** with the remainder of this Note providing and discussing the additional information requested.

2 Rights of Access

2.1 Vehicle access to the rear of 49A High Street and the application site is available to and from Honey Gardens, as shown on the photographs below and overleaf.





2.2 These access arrangements were implemented with the full consent of the developer of Honey Gardens and appropriate rights of access between the application site and Honey Gardens have been secured. Full details of these access rights are provided by the applicant's Planning Consultant in a separate submission.

3 Alignment of Access

3.1 The highway officer's consultation response requested a swept path analysis of the access arrangements to demonstrate how a vehicle would enter and depart the site. Plan No. 24013-SPA01, attached as **Appendix B**, provides the requested analysis, and illustrates that a large car can both enter and depart the site in a safe and efficient manner. It should be noted that the dimensions shown are based on accurate 'as-built' measurements of the access and entrance widths.

4 Vehicle and Pedestrian Conflict

4.1 The consultation response also raises concerns regarding the increased potential for conflict between vehicles and pedestrians within the shared space environment of Honey Gardens post development.

4.2 The planning application proposes 2 new detached dwellings to be served by the access to Honey Gardens. Traffic flows to and from the application site will therefore be low and unlikely to exceed approximately 10 vehicle movements per day, or at most say 2 vehicle movements in any one hour. This is an extremely small increase in traffic flows which will represent no material increase in the potential for conflict between vehicles and pedestrians.

4.3 Honey Gardens currently provides access to 9 dwellings and their associated car parking with this increasing to 11 dwellings should planning permission be granted. Total vehicle movements on Honey Gardens post construction of the application site will therefore increase to approximately 55 per day based on an assumed 5 vehicle movements per dwelling per day (a typical value derived through TRICS).

4.4 A shared space environment, i.e. a street where there is no formal footway provision, is normally considered to operate safely where there are up to 100 vehicle movements in the peak hour (Manual for Streets paragraph 7.2.14). Clearly, traffic flows on Honey Gardens post construction of the application site will not exceed 100 vehicles per day let alone per hour. The shared space environment of Honey Gardens will therefore continue to operate safely post completion of the application site.

4.5 Furthermore, Honey Gardens has a broadly straight alignment that affords excellent forward visibility along its length and particularly to and from the site access which is at its very southern end. This will provide drivers wishing to enter the access with clear and early visibility to a vehicle departing the access and provide sufficient time for them to position their vehicle appropriately to allow the departing vehicle to pass. Honey Gardens has a generous 7.5m shared space width which again affords ample opportunity for opposing vehicles to be positioned and to pass safely.

4.6 The combination of excellent forward visibility and generous width assist in avoiding the need for reversing movements when using the access. This is further assisted by the short length of the access and the minimal time required for a vehicle to clear.

5 Summary

5.1 The application site benefits from appropriate rights of access to and over Honey Gardens and beyond.

5.2 The site access arrangements are such that a large car can both enter and depart the site in an appropriate manner and in a forward gear.

5.3 The generous shared space width of Honey Gardens, the excellent forward visibility to and from the site access, and the minimal increase in vehicle movements associated with the proposed development all combine to minimise the risk of conflicts between vehicles and pedestrians.

5.4 Overall, it is considered that there are no highway or transport related issues to hold against the development proposals.

APPENDIX A

Wiltshire Highway's Consultation Response

Wiltshire Council (https://www.wiltshire.gov.uk/)

Comment
Highways Department's Comment

Planning Application	Stance
PL/2023/09506 (/p…	Comment

Information

Comments
Highways Department's Comment

Comment Number
WC-23-12-287159

Text
I refer to the above planning application.

My initial highway comment is unfavourable due to the following:-

There is no direct access shown from the site to the nearest public highway; Honey Gardens is a private road, therefore, a right of access is required for the proposed development to be served.

The alignment of the proposed access point appears to make the entrance/exit manoeuvre for a vehicles difficult; I would welcome a swept path analysis (tracking) to illustrate such manoeuvre.

I have concerns of vehicle and pedestrian conflict within Honey Gardens with the increase of vehicles and the potential of vehicles having to wait/reverse due to a vehicle exiting the site.

I look forward to additional information and amended plans.

Kind regards

Kerry Flower

Date Created
04/12/2023

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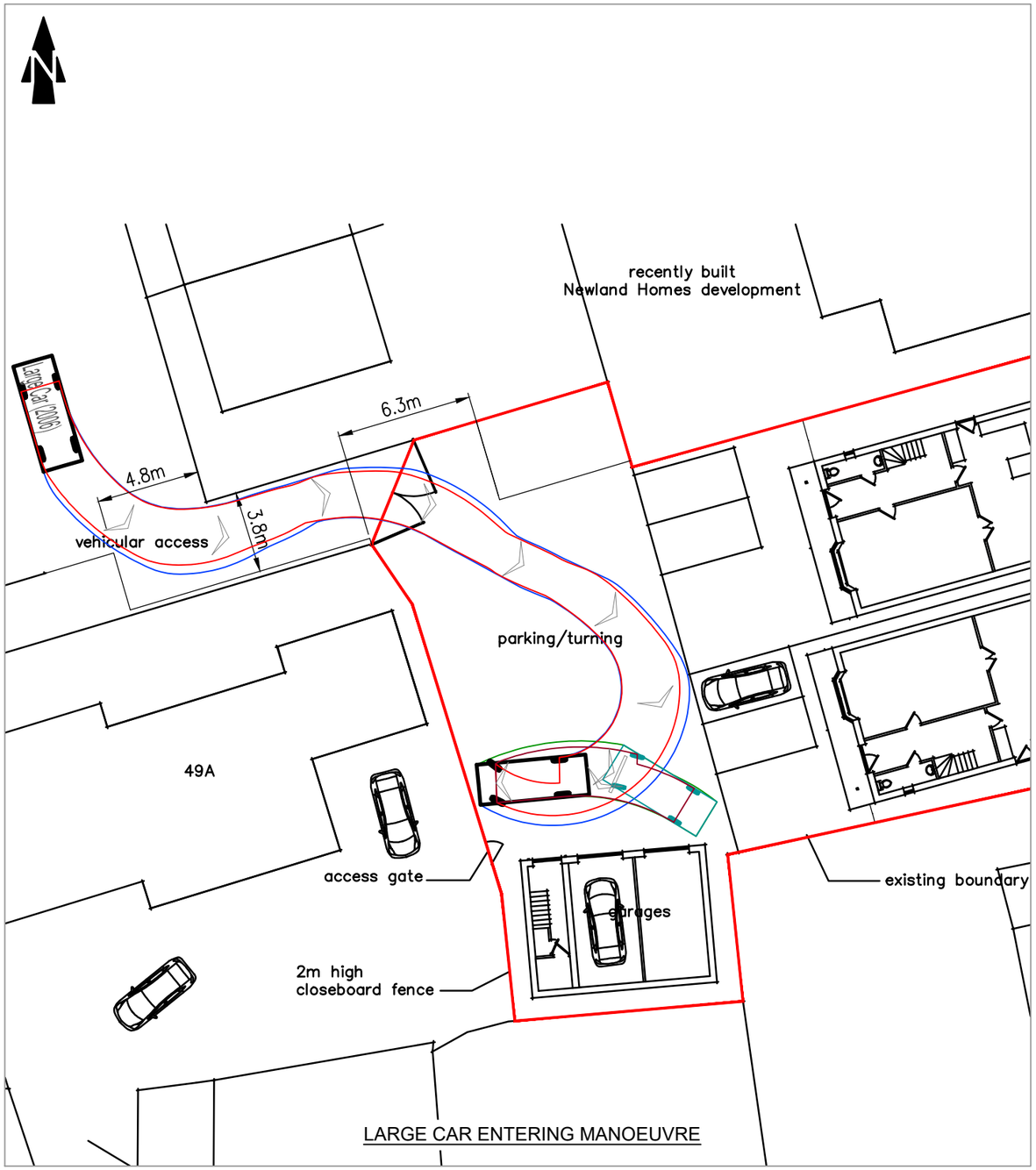
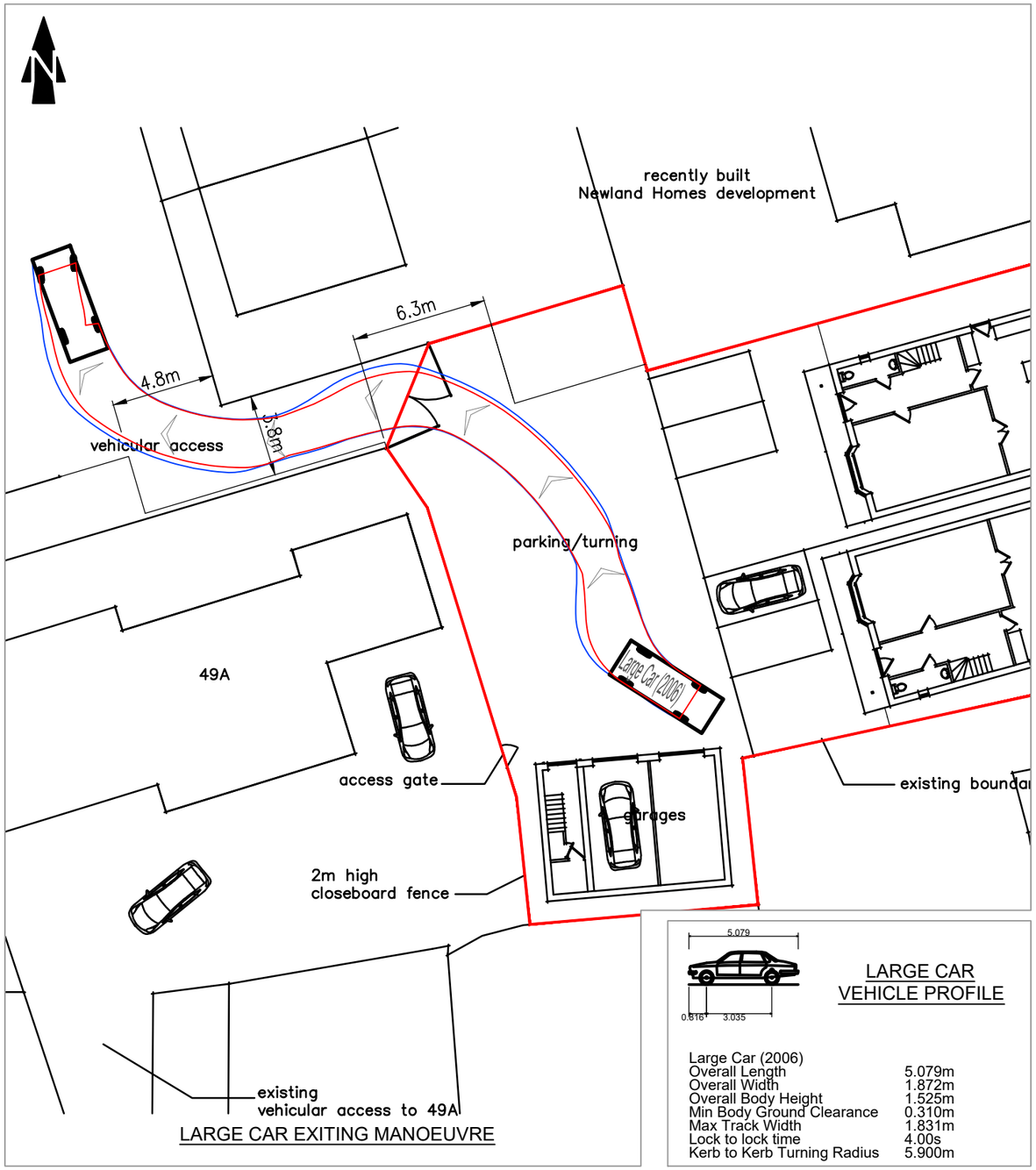
APPENDIX B

Swept Path Assessment



LARGE CAR ENTERING MANOEUVRE



LARGE CAR EXITING MANOEUVRE

LARGE CAR
VEHICLE PROFILE

Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

REV	DETAILS	DRAWN	CHECKED	DATE

NOTES:

1. This drawing is for illustrative purposes only and not for construction.
2. This drawing is to be read and printed in colour.
3. Dimensions shown based on accurate onsite measurements.

0 5 10 20m

SCALE 1:250

PROJECT:
LAND AT 49A HIGH STREET, CHAPMANSLADE

CLIENT:
MR N. RUSSELL.

DRAWING TITLE:
SWEPT PATH ASSESSMENT OF VEHICLE ACCESS

MILES WHITE TRANSPORT

DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:	DRAWING NUMBER:	REVISION:
SLW	CDM	13.03.2024	1:250	A3	24013-SPA01	-

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