

Transport Technical Note.

Land at Biddestone Lane, Yatton Keynell.

On behalf of Cotswold Homes Ltd.

Date: December 2025 | Pegasus Ref: P23-1468 TN01



Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
TN01	December 2025	HB	LRD/CMR	-

Contents.

- 1. Introduction..... 1
- 2. Local and Wider Accessibility.....3
- 3. Suitability of Biddestone Lane.....7
- 4. Internal Site Layout8
- 5. Conclusion.....9

Appendices.

- Appendix A Swept Path Analysis – Refuse Vehicle
- Appendix B Swept Path Analysis – Emergency Vehicle
- Appendix C Internal Junction Visibility Splays
- Appendix D Electric Vehicle Charging Provisions
- Appendix E Cycle Parking Provision

1. Introduction

- 1.1. This Technical Note (TN) has been prepared by Pegasus Group on behalf of Cotswold Homes Ltd in order to address the transportation issues associated with the detailed planning application of a residential development comprising 55 dwellings at land east of Biddestone Lane, Yatton Keynell.
- 1.2. The site is located approximately 500 metres walking distance from the centre of Yatton Keynell, which is around seven kilometres northwest of Chippenham, Wiltshire. The site is bound by Biddestone Lane to the west, playing fields to the north and open land to the east and south.
- 1.3. Planning application PL/2025/03672 was submitted in April 2025 for the proposed development. The planning application submission was supported by a Transport Statement (TS) and a Travel Plan (TP), each dated April 2025. The TS sets out the site context and highway safety, accessibility, forecast trip generation and policy context for the scheme. The TP sets out suggested measures and initiative to encourage sustainable travel to and from the site, as well as associated targets and a monitoring regime.
- 1.4. A consultation response from the Local Highway Authority (LHA) at Wiltshire Council (WC) dated 16 May 2025 confirms that the visibility splays at the proposed site access are appropriate to serve the development, and that the Biddestone Lane/A420 junction and the junctions within the village are able to accommodate the proposed development. However, the response also suggests that there are some outstanding matters to address including local and wider accessibility, as well as the need to upgrade Public Right of Way (PRoW) route YKEY15 to provide a connection to YKEY16, which in turn provides access to existing facilities and amenities within the settlement. It also requested additional details regarding the internal site layout.
- 1.5. A MS Teams meeting with the local highway and planning officers was held on 05 June 2025 to discuss the outstanding matters, and there has been subsequent dialogue with highway officers. It is understood that the access strategy is agreed to be suitable to serve the proposed development, that Yatton Keynell is agreed to have a variety of facilities and amenities (more than other villages in Wiltshire), that the proposed new footway on the alignment of PRoW route YKEY15 is appropriate and that YKEY16 is able to be widened to 1.8 metres. In light of the dialogue to date, this TN addresses the following matters:
 - Local and wider site accessibility.
 - The nature and suitability of Biddestone Lane; and
 - The proposed internal site layout.
- 1.6. This TN concludes that there are appropriate non-car opportunities to local facilities and amenities within the vicinity of the site, and that there are commensurate opportunities for travel to other services and facilities further afield. It also concludes that that the forecast trips generated by the proposed development will not have a material impact on the existing operation of Biddestone Lane, and that the internal site layout is appropriate for adoption by the LHA.



- 1.7. It is finally concluded that there are no valid highway or transportation reasons which would prevent the proposed development of the site.

2. Local and Wider Accessibility

Local Accessibility

Walking

- 2.1. The development proposals include a new two metre wide footway on the southern side of Biddestone Lane, with dropped kerbs and tactile paving provided at the Village Hall access. This follows part of the length of PRoW route YKEY15. This would reflect the consultation comment for YKEY15 to become a 'formal pavement' (page 2). It is proposed that this will be a surfaced route that measures two metres wide. This is considered to be deliverable within land either under the control of the Applicant or the Local Highway Authority, as shown on Figure 3.1 of the TS. This would provide a direct link to existing provisions and a betterment to the existing situation. It is understood that the proposal is agreed in principle with the highway authority.
- 2.2. The proposed footway links to PRoW route YKEY16 around 120 metres north of the site. The LHA suggests that this is not considered to be an '*all year round route*', as the entirety of the route is not surfaced. However, it has been discussed with local highway officers that the LHA has powers to improve this route (for example using Section 26 and Section 72 of the Highways Act to widen and/or surface PRoW routes), if considered necessary. From ongoing dialogue with the PRoW team at WC, it is understood that YKEY16 could be widened to 1.8 metres. The Applicant is willing in principle to provide an appropriate contribution for the surfacing and widening of the PRoW route within the land available, if considered necessary by the Highway Authority. This will be subject to confirmation of a suitable sum to be provided by the Highway Authority.
- 2.3. There is an existing pedestrian network in Yatton Keynell that serves its current residents. The infrastructure provided within the vicinity of the site is set out at Chapter 2 of the TS. The facilities and amenities that are within a typical two kilometre walking distance¹ of the site are summarised at Table 2.2 of the TS, which includes a pre-school, a primary school, a village shop, a doctors surgery, a post office, a village hall, a play area, tennis courts, a café, a public house and a church. There are continuous footway provisions from the site (including the improvements provided as part of the development proposals) to each of these facilities, with the exception of Chippenham Golf Centre. It is therefore considered that there are a variety of facilities and amenities that are within walking distance of the site and can be accessed by future residents on foot in reality, noting the existing and proposed provisions.

¹ The Department for Transport (DfT) document Manual for Streets (MfS) published in 2007 states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres.

- 2.4. The LHA consultation response queried whether a pedestrian link could be provided through the adjacent land on the northern site boundary. The Applicant has confirmed that this is not possible due to land ownership issues, and this has been discussed with the local highway authority during ongoing dialogue. However, the Applicant is willing in principle to provide a mown path to the northern boundary as an informal link, if considered to be required by local highway officers. Pegasus Group does not consider this to be necessary as the development proposals include a surfaced route between the site and The Street.
- 2.5. With reference to Table 4.1 of the TS, it is currently anticipated that the proposed development would only be associated with around 14 two-way pedestrian trips in the AM peak and seven two-way pedestrian trips in the PM peak. Yatton Keynell is like any established settlement, in that there will be some parts of the existing highway network with geometries that accord with modern guidelines and some that don't because they are more historic, yet still function well. It is considered that the existing and proposed infrastructure is appropriate to serve the likely trips forecast to be generated by the scheme.

Cycling

- 2.6. The Department for Transport's (DfT) LTN 1/20 guidance acknowledges at paragraph 7.1.4 that there are occasions '*where provision separate space for cycling is not viable due to spatial constraints*', and that there will be some cyclists likely to travel on carriageways where there is a daily flow of up to 5000 vehicles.
- 2.7. As set out at Table 2.1 and Appendix A of the TS, Biddestone Lane is typically associated with two-way traffic flows of under 250 vehicle per hour (vph) in the peak hours, and is associated with a five-day average of around 1,988 vehicles over 24 hours. The Automatic Traffic Count (ATC) survey also indicates that there are cyclists already using Biddestone Lane in the weekday peak hours, with up to seven recorded on a weekday in the PM peak hour (17:00 to 18:00). There is no accident record with cyclists or any non-vehicular users within the vicinity of the site, as set out at paragraph 2.16 of the TS.
- 2.8. As set out at Table 4.1 of the TS, it is forecast that the proposed development would be associated up to around two two-way cyclist movements in both highway network peak hours (08:00 to 09:00 and 17:00 to 18:00). It is acknowledged that the implementation of the TP could increase this number. However, it is currently considered unlikely that the number of cyclists travelling and from the site would be significant in real terms.
- 2.9. It is considered that dedicated cycle provisions are not required to be associated with the proposed development, and that any cyclists associated with the proposed development are able to use the existing highway network, as per the existing situation.

Wider Accessibility

Bus Use

- 2.10. As set out from paragraph 2.17 of the TS, the closest bus stops to the site are the 'Farrells Field' stops on The Street, and are served by bus routes 95 and 95A every one to two hours. It is understood that there is also another dedicated school bus service to Sheldon Secondary School that routes through Yatton Keynell.

- 2.11. The first service departs from the Farrells Field stop towards Chippenham at 07:57, and arrives at Chippenham Sheldon School at 08:10, and at Chippenham Town Bridge at 08:17. The final returning service departs from Chippenham Town Bridge at 16:33 and arrives at the Farrells Field stop at 17:16. The returning service from Sheldon School departs at 15:10 and arrives at The Bell (a separate bus stop in Yatton Keynell) at 15:21. The Bell bus stop is located around 500 metres north of the site, or around 700 metres via PRoW YKEY 16 and The Street (ie where there are continuous pedestrian provisions).
- 2.12. It is considered that using current local bus services to access local employment (Chippenham) and education (Sheldon School) opportunities is a realistic and achievable option for existing and future residents. It is noted that bus routes 95 and 95A also serve Castle Combe, which provides additional employment opportunities.
- 2.13. The National Travel Survey 2024 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' suggests that on average, 64% of local bus trips outside London are up to five miles (eight kilometres) and that 88% of local bus trips are under 10 miles (16 kilometres). This indicates that the majority of local bus journeys are contained within a 10 mile radius, on average. Chippenham is located approximately 7.1 kilometres (4.4 miles) southeast and Castle Combe is located approximately 3.7 kilometres (2.3 miles) west of Yatton Keynell by road. It is therefore considered that local bus trip distances from the site are likely to be lower than the national average.

Typical Trip Distances

- 2.14. The National Travel Survey (NTS) provides the national average trip length by purpose for all modes of transport. The average distances using 2024 data have been compared with the distances between the site and key local services in **Table 2.1** below.

Table 2.1 – Trip Distance Comparison

Trip Purpose	Amenity / Facility	2024 NTS Average Trip Distance (km)	Approximate Journey Distance by Road ² (km)	%age Difference
Commuting	Bumpers Farm Industrial Estate	14.5	5.6	-61.4%
	Langley Park		8.1	-44.1%
Primary School	By Brook Valley C of E Primary School	5.2	0.9	-82.7%
Secondary School	Sheldon Secondary School		6.4	+23.1%
Personal Business	Jubilee Field Surgery	8.0	0.8	-90.0%
	Chippenham Community Hospital		8.5	+6.3%
Retail	Yatton Keynell Village Store	5.9	0.5	-91.5%
	Morrisons		6.6	+11.9%
Leisure	Yatton Keynell Village Hall	10.8	0.3	-97.2%
	St Margarets Church		0.5	-95.4%

Source: National Travel Survey Table NTS0403

² Based on Google Maps journey tool for car drivers from the approximate centre of the site. Journey set to arrive by 08:55 on Wednesday 19 November.

- 2.15. **Table 2.1** confirms that if future residents of the scheme do drive, they would be located relatively close to various services and amenities, and it is considered that a development in this location would therefore help to minimise the length of car trips in the global context when considering delivery of new housing. It is noted that Morrisons has a home delivery service that is available in Yatton Keynell, and that there is a separate dedicated school bus and the bus service 95 that connects the settlement with Sheldon Secondary School. It is considered reasonable that very infrequent trips to hospital are made by car, if needed.

Relevant Policy

- 2.16. The term ‘sustainable’ is holistic and it is subjective. The National Planning Policy Framework (NPPF) sets out the three objectives as economic, social and environmental. Sustainability is not just about the need to encourage sustainable travel. It must be considered against wider planning objectives.
- 2.17. Paragraph 109 of the NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that – amongst other things – opportunities from existing or proposed transport infrastructure are realised. Paragraph 110 recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. Paragraph 111 says that planning policies should support an appropriate mix of uses across an area to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities. Paragraph 115 states that it should be ensured that sustainable transport modes are prioritised, taking into account the type of development and its location. Paragraph 117 states that applications should give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport.
- 2.18. It is Pegasus Group’s view that national policy takes a contextual and pragmatic view about what constitutes a realistic choice of travel options for the type of development and relevant geographic area. In respect of a settlement like Yatton Keynell, there is the opportunity to minimise the number of vehicular trips given the availability of existing services and facilities, including bus services, and also the opportunity to minimise the length of residual car trips.
- 2.19. Paragraph 116 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe.

Summary

- 2.20. It is considered that there is a variety of local services and amenities within walking and cycling distance of the site, including education, retail, personal business and leisure trip purposes. It is also considered that local bus services provide realistic opportunities to travel for secondary school and other trip purposes, including employment. It is understood from recent dialogue with the local highway authority that there is no objection to the local accessibility of the scheme, given the ability to provide a connection between the site and the centre of the settlement using and improving the existing PRoW routes.
- 2.21. It is considered that the site is appropriately located in order to provide housing in a location to minimise the length of car journeys when compared to the national average.

3. Suitability of Biddestone Lane

- 3.1. The local highway authority has confirmed in ongoing dialogue that there is no objection in principle associated with the increase of traffic at the A420 junction to the southwest of the site as well as at local junctions within Yatton Keynell. However, it raises the suitability of the Biddestone Lane carriageway width as a residual matter to be addressed.
- 3.2. Biddestone Lane between the site and the A420 is considered to be generally wide enough for the majority of two-way traffic. To the north of the site, it is considered to operate with one-way working in places. It is already used by around 1,988 vehicles on a daily basis with around 229 two-way vehicular movements in both the AM and PM peak hours.
- 3.3. Table 4.1 of the TS shows that the proposed development is forecast to be associated with up to around 30 two-way vehicular trips in the AM peak hour and around 26 two-way vehicular trips in the PM peak hour. This equates to around one additional vehicular trip every two minutes on average, which is not considered to be material in real terms. This does not account for the implementation of the TP, which will encourage travel by sustainable modes.
- 3.4. As set out at paragraph 2.16 of the TS, it is not considered that there is an existing highway safety issue on Biddestone Lane.
- 3.5. It is understood from dialogue with local highway officers that the site access arrangement is agreed in principle. The consultation response dated May 2025 agrees that the visibility splays provided at the site access are appropriate, and requests that these are kept clear of obstructions at and above 900mm. It is considered that this can be secured via an appropriately worded planning condition. It is understood that the originally proposed speed limit change (as set out in the TS) is not considered necessary. However, the Applicant is willing to commit to funding a Traffic Regulation Order application to introduce a speed limit reduction if the Council consider that it is necessary.
- 3.6. It is therefore concluded that Biddestone Lane already serves 1,988 vehicles on a daily basis without a highway safety issue, and is appropriate to serve the scale of development and forecast number of vehicles associated with the site.

4. Internal Site Layout

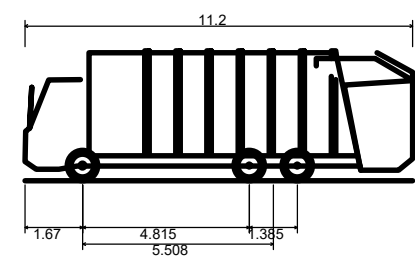
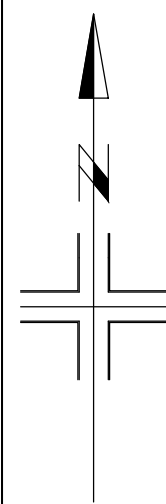
- 4.1. A revised site layout is provided as part of the wider submission, which this chapter relates to. The number of dwellings and access strategy reflect the original planning submission. It is currently anticipated that the majority of the internal layout will be offered for adoption by the local highway authority.
- 4.2. The consultation response dated May 2025 requests additional information on the internal site layout, including refuse and emergency vehicle tracking and internal junction visibility splays. These are included for the revised site layout at **Appendices A, B and C** respectively.
- 4.3. The response also requests that the EV provisions are to be shown on a plan, and that all parking spaces adjacent to a boundary should be widened to three metres. The EV provisions are shown on the plan provided at **Appendix D**, and the car parking spaces have been widened on the revised layout, where possible. It also requests that cycle parking is demonstrated. This is shown on the plan provided at **Appendix E**.
- 4.4. The consultation response requests that the footway on one side of the internal carriageway is widened to 3.5 metres to accommodate both pedestrians and cyclists. This is not considered necessary and would otherwise represent an inefficient use of land. Figure 4.1 of LTN 1/20 suggests that mixed traffic (ie cycles and traffic) is suitable on carriageways subject to a 20mph speed limit with up to 2,500 vehicles on a daily basis (or 250vph). The proposed scheme is for 55 dwellings. Table 4.1 of the TS shows that a scheme of this size is anticipated to be associated with up to 30 two-way vehicular movements in the AM peak hour, and up to 26 two-way vehicular movements in the PM peak hour. It also forecasts that around two two-way cyclist movements are forecast in both peak hours. It is therefore considered that this request is not commensurate with the scale of development, and that no segregated cyclist provisions are required in accordance with national guidance.

5. Conclusion

- 5.1. This Technical Note (TN) has been prepared by Pegasus Group on behalf of Cotswold Homes Ltd in order to address the transportation issues associated with the detailed planning application of a residential development comprising 55 dwellings at land east of Biddestone Lane, Yatton Keynell.
- 5.2. It is concluded that the local accessibility of the scheme is appropriate and that there are education, retail, leisure and personal business opportunities within Yatton Keynell. The wider accessibility of the scheme is appropriate as there are local bus services that provide connections to secondary school and additional opportunities including employment, and the location of the site provides the opportunity for shorter travel distances compared to the national average. It is Pegasus Group's view that national policy takes a contextual and pragmatic view about what constitutes a realistic choice of travel options for the type of development and relevant geographic area.
- 5.3. It is also concluded that Biddestone Lane and its junctions are appropriate to accommodate the forecast trip generation associated with the proposed development, and that the impact of this additional traffic will not be material in real terms.
- 5.4. It is concluded that the revised internal layout is appropriate for adoption by the local highway authority, and that the provisions within the site are appropriate for the scale of the scheme.
- 5.5. It is finally concluded that there are no valid transportation reasons which should prevent the future residential development of the site.



Appendix A



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

ANY WORKS RELATED TO SECTION 38 & 104
AGREEMENTS ARE SUBJECT TO TECHNICAL
APPROVAL AND ARE UNDERTAKEN AT THE
CLIENTS RISK

8/11/2025 Collection distances updated
A/02/2025 Layout Update

Revised

Project: Yatton Keynell

Client:



Drawing: Refuse Vehicle

Scale: 1:500 @ A1 Date: March 2025 Drawn by: JP

Drawing No: 617-P-405-02 Rev: B

PHOENIX DESIGN
Partnership Ltd.

Unit 9, Westway Garage, Marksbury, Bath, BA2 9HN
tel: 01761 479950 email: enquiries@phoenixdp.co.uk
Suite 7, Unit Three, Meads Corner, Business Park, Upper Boat, Pontypriid, CF37 5BE tel: 029 2049 0771 www.phoenixdp.co.uk

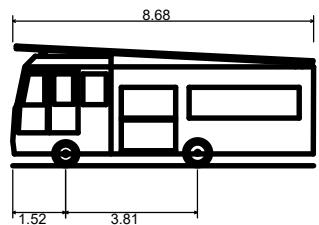
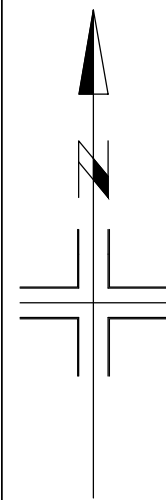
This drawing is the copyright of Phoenix Design Partnership Ltd. No liability will be accepted for amendments by others to either the printed or digital format.

Drg Status: PLANNING

0 10 20 30 40 50
Scale 1:500
A1 Metres



Appendix B



DB32 Fire Appliance	8.680m
Overall Length	2.180m
Overall Width	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

ANY WORKS RELATED TO SECTION 38 & 104 AGREEMENTS ARE SUBJECT TO TECHNICAL APPROVAL AND ARE UNDERTAKEN AT THE CLIENTS RISK

B 04/11/2025 Tracking Modified
A 02/10/2025 Layout Update

Revision

Project: Yatton Keynell

Client:

Drawing: Fire Tender

Scale: 1:500 @ A1 Date: March 2025 Drawn by: JP

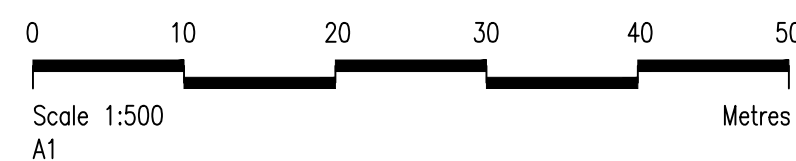
Drawing No: 617-P-405-01 Rev: B

PHOENIX DESIGN
Partnership Ltd.

Unit 9, Westway Garage, Marksbury, Bath, BA2 9HN ☒ Suite 7, Unit Three, Meini Corrug Business Parc, Upper Boat, Pontypridd, CF37 5BE. tel. 01761 479950 tel. 029 2049 0771 email: enquiries@phoenixdp.co.uk www.phoenixdp.co.uk

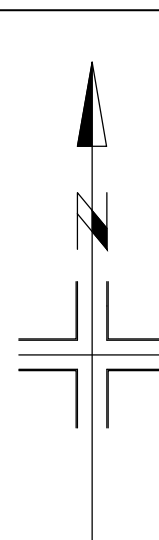
This drawing is the copyright of Phoenix Design Partnership Ltd. No liability will be accepted for amendments by others to either the printed or digital format.

Drg Status: PLANNING





Appendix C



S38 KEY

- Area to be offered for adoption under a S38 agreement
- Developer title boundary
- Proposed Foul Sewer and Manhole
- Proposed Surface Water Sewer and Manhole
- Proposed Private Foul Drain
- Proposed Private Surface Water Drain
- 2m Service Margin
- 25m Junction Visibility Splay

GENERAL NOTES

- Do not scale
- The contractor is to check and verify all buildings and site dimensions and levels, including sewer invert levels, before works start on site. The contractor is to comply in all aspects with the current building legislation, British standards, building regulations etc.
- Positions of existing services/utility undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work
- This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specification and any structural, geotechnical or other specialist document provided.
- Any anomaly or contradiction between any of the above is to be reported to Cotswold Homes engineer
- This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
- The compaction of unbound materials shall be in accordance with MCHW Volume 1 Clause 802, table 8/5
- The compaction of bituminous material shall be in accordance with MCHW Volume 1 Clause 903 and BS 5948:2

ROAD AND SEWER ADOPTION NOTES

- All works for adoption under a section 38 agreement shall be carried out in accordance with Witham requirements and to the approval of the area highway authority.
- All works for adoption under a section 104 agreement shall be carried out to the Water UK document "Sewage Sector Guidance Appendix C" and Wessex Water's requirements.
- Streetlighting positions to be pegged on site and agreed by the local authority prior to erection commencing.
- Permit/drainage downstream adoptable manholes to have temporary debris screens.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for busnet length, See 7.6.4		11	14	17	18	23	25	33	39	43	45	59

Above is table 7.1 taken from "Manual for Streets" and forms the basis of the visibility used in the street design.

B 11.11.2025 Driveway visibility splay added
A 07.10.2025 Layout and Drainage changes, Junction visibility splay added

Project:

Yatton Keynell

Client:


COTSWOLD HOMES

Drawing:

Adoptable Highway Plan

Scale:

1:500 @ A1

Date:

March 2025

Drawn by:

JP

Drawing No:

617-P-400

Rev:

B



PHOENIX DESIGN
Partnership Ltd.

Unit 9, Westway Garage,
Marksbury, Bath, BA2 9HN
tel. 01761 479860
email: enquiries@phoenixdp.co.uk

☒ Suite 7, Unit Three, Melin Corneg
Business Park, Upper Boat, Pontypridd,
CF37 5BE. tel. 029 2049 0771
www.phoenixdp.co.uk

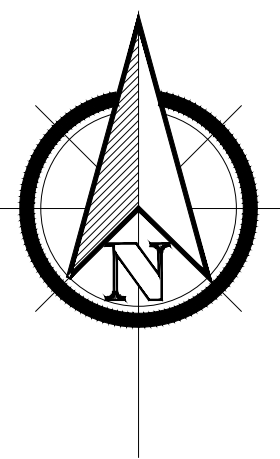
This drawing is the copyright of Phoenix Design Partnership Ltd. No liability will be accepted for amendments by others to either the printed or digital format.

Drg Status:

PLANNING



Appendix D



- Statutory approvals to be received prior to commencement of works.
- Building control submission to be deposited prior to any works.
- Check / trace positions of existing services / drainage prior to new works.
- Ensure no Easements / rights of way exist on site prior to construction.
- Check dimensions on site against site survey prior to any new works.
- Report and resolve any discrepancies prior to any new building works.
- Relevant Party Wall notices to be served and agreed before new works.
- CDM Co-ordinator to be appointed with Health & Safety file in place prior to any new works.

Revision:	Date:	Description:	By:
REV A	NOV 2025	Plots 1 & 52 repositioned forwards. Plots 4-6 swapped. Plots 8, 26 changed to F+ type. 3m planting strip added to the corner of plot 8. Plots 9-20 repositioned & types changed. Connecting points added to footpath around northern perimeter. Road changed to shared surface next to plot 21 onwards. Plot areas 21-31 repositioned easterly. Plot area 34, 37-46 revised. Dwarf walls to frontages indicated along principle road. Pumping station & substation repositioned. Paths & access to gardens revised accordingly. Garage 32 & 35 revised to single and double. Red site boundary line along with flood compensation area enlarged. Garden sheds indicated to applicable properties. Plots 5, 6, 27, 30, 31 wall materials switched.	BT

External Services Key:

Indicative locations & quantities of PV panels

Indicative locations of ASHP (Air Source Heat Pump)

Individual locations of EV charging points

Client:

Drawn By:

Site Address:

LAND OFF BIDDESTONE LANE
YATTON KEYNELL

Drawing Title:

SITE LAYOUT - EXTERNAL SERVICES

Scale:

1:500

Date drawn:

MARCH 2025

Drawn by:

BT

Project Number:

948

Drawing Number:

100

Revision:

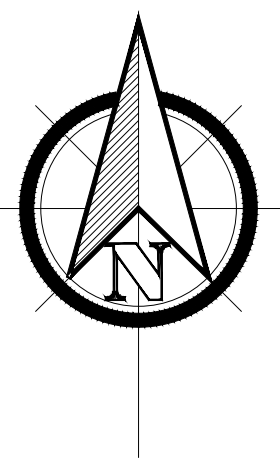
A

Status:

PLANNING



Appendix E



- Statutory approvals to be received prior to commencement of works.
- Building control submission to be deposited prior to any works.
- Check / trace positions of existing services / drainage prior to new works.
- Ensure no Easements / rights of way exist on site prior to construction.
- Check dimensions on site against site survey prior to any new works.
- Report and resolve any discrepancies prior to any new building works.
- Relevant Party Wall notices to be served and agreed before new works.
- CDM Co-ordinator to be appointed with Health & Safety file in place prior to any new works.

Revision: Date: Description: By:

Play Area

Sports Court

Recreation Ground

BIDDESTONE LANE

2.0m

Cycle Provision:	
	x2 Bicycle spaces within shed
	x2 Bicycle spaces within garage

Client:



Drawn By:

 **Trower Davies**
Architectural Consultants

Site Address:

LAND OFF BIDDESTONE LANE
YATTON KEYNELL

Drawing Title:

SITE LAYOUT - INDICATING BIKE SPACES

Scale:	Date drawn:	Drawn by:
1:500	NOV 2025	BT

Project Number:	Drawing Number:	Revision:
948	109	

Status:

PLANNING

0 10m 50m

A1

Town & Country Planning Act 1990 (as amended)
Planning and Compulsory Purchase Act 2004

Bristol

First Floor, South Wing, Equinox North,
Great Park Road, Almondsbury, Bristol, BS32 4QL
T 01454 625945
E Bristol@pegasusgroup.co.uk
Offices throughout the UK & Ireland

Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE

Pegasus Group is a trading name of Pegasus Planning Group Limited (07277000) registered in England and Wales.

Registered office: 33 Sheep Street, Cirencester, GL7 1RQ
We are ISO certified 9001, 14001, 45001



[Pegasus_Group](#)



[pegasusgroup](#)



[Pegasus_Group](#)

PEGASUSGROUP.CO.UK