

PROPOSED VEHICLE ACCESS **COPPICE DELL, LIMPLEY STOKE**

ACCESS TECHNICAL NOTE

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed by Mr and Mrs J. Lowrie to provide transport planning advice in relation to the proposed construction of a new private driveway to serve the existing Coppice Dell property, Church Lane, Limpley Stoke. It is proposed that the new driveway will also provide access to a new build residential property within the grounds of Coppice Dell. The site location is shown in **Figure 1** below:



FIGURE 1: Site Location

- 1.2 The Architect's layout plans for the site are attached as **Appendix A** and identify a new two bedroom dwelling and associated parking adjacent the existing Coppice Dell dwelling with both being served by a new double width driveway.

- 1.3 It should be noted that a similar planning application for a new three bedroom dwelling on the same site was approved in December 2022 (reference PL/2022/07853). The latest application retains the previously approved driveway details.

2 Existing Access Arrangements

- 2.1 Church Lane is a two-way road that connects the A36 Warminster Road to the northeast with Freshford to the southeast. The Middle Stoke and Crowe Hill side roads lead off Church Lane and into Limpley Stoke itself.
- 2.2 Church Lane has a carriageway width of between approximately 3.75m and 4.2m which, over the narrower sections, requires a driver heading in one direction to wait for a driver heading in the opposite direction to clear. There are numerous residential driveway entrances that allow such passing manoeuvres to take place. The carriageway surface is also marked with a virtual footway which serves to advise drivers to expect the presence of pedestrians.
- 2.3 The existing Coppice Dell property is served by a driveway that approaches Church Lane at an oblique angle. This, when coupled with a high wall on one side and a hedge bank on the other, serves to significantly restrict the visibility available on egress as shown in **Figure 2** below.



FIGURE 2: Available Visibility from Existing Driveway

- 2.4 The available splays have been accurately measured using a topographical survey and to the left on egress are 2m by 6m to the nearside carriageway edge and 2m by 11m to the centreline. To the right on egress the splays are 2m by 6m to the carriageway edge and 2m by 13m to the centreline.
- 2.5 An Automatic Traffic Counter (ATC) survey was undertaken on Church Lane at the southeast end of the Coppice Dell frontage between Wednesday June 8th and Tuesday June 14th, 2022. The results are attached in full as **Appendix B** and are summarised in **Table 1** below.

	Eastbound	Westbound	Two-way
AM Peak (weekday average)	73	71	144
PM Peak (weekday average)	58	45	103
Daily (weekday average)	697	726	1,422
Average Speed	22.7 mph	23.0 mph	n/a
85 th percentile speed	27.6 mph	29.0 mph	n/a

TABLE 1: Results of ATC Survey on Church Lane

- 2.6 Traffic flows are clearly low at less than 1,500 two-way vehicles per day and less than 150 two-way vehicles in the traditional highway peak hours. Traffic speeds are also low and within the 30 mph limit that applies to Church Lane.
- 2.7 It is acknowledged that the survey data is now 3.5 years old however there is no reason to believe that the values have changed significantly or to a degree that might affect the validity of the conclusions reached through their use.
- 2.8 Section 10 of the design guide 'Manual for Streets 2' contains a formula that allows the required stopping sight distances to be calculated based on the recorded 85th percentile traffic speeds. In this case the recorded speeds equate to a stopping sight distance of 36m for eastbound traffic and 43m for westbound traffic. These values take account of the northwest to southeast downhill gradient on Church Lane as shown in the calculations attached as **Appendix C**.
- 2.9 The visibility splays available at the existing Coppice Dell driveway access are significantly below those required for the recorded speeds. Use of the existing driveway access therefore has inherent road safety risks.

3 Proposed Access Arrangements

- 3.1 It is not possible to improve the visibility at the existing driveway access as this would require removal of the adjacent wall and the use of third party land from the adjacent property. It is therefore proposed that the existing driveway be permanently closed and that a new driveway access be provided toward the midpoint of the Church Lane frontage.

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- 3.2 The proposed access location and arrangement is shown on the plan attached as **Appendix D** and identifies an 8m wide shared driveway with a 3m by 3m taper on both sides where it meets Church Lane. These arrangements will ensure that turning movements in and out of the site can be undertaken smoothly and without undue delay to through traffic.
- 3.3 The shared section of the driveway will be of a tarmac construction leading to separate gates that will serve the parking areas of the existing Coppice Dell property and the proposed property. The offset distance to the gates will be at least 6m thereby allowing a car to wait clear of the carriageway while the gates are either opened or closed.
- 3.4 Surface water runoff from the new driveway will be collected and drained back into the site rather than being discharged onto the adopted highway. The initial 6m section of the driveway to the gates will have a consolidated surface (not loose stone or gravel) which will minimise the risk of unbound materials migrating onto the Church Lane carriageway.
- 3.5 The revised access location will benefit from much improved visibility. To the nearside edge of carriageway, the visibility in both directions will be approximately 25m compared to the existing 6m. The full 36m requirement to the left and 43m requirement to the right on egress can be achieved to a point broadly at the centreline of the carriageway. Measuring to a central position is considered acceptable given the narrow width of the road and the likelihood that at least a part of any vehicle will be visible to a driver emerging from the access.
- 3.6 It should also be noted that the ATC was positioned at the very southeast edge of the Coppice Dell site frontage with traffic speeds at the proposed access location likely to be slightly lower than recorded. This is a function of vehicles slowing on the approach to or accelerating away from the Church Lane junction with the A36 Warminster Road.
- 3.7 Introduction of a new driveway access at the approximate midpoint of the site frontage also creates a further passing opportunity for through traffic using Church Road which will be to the benefit of all road users.

4 Proposed Residential Property

- 4.1 The new driveway access will not only serve the existing Coppice Dell property but also a new build dwelling within the existing garden area. The proposed dwelling will have two bedrooms therefore requiring a minimum of two car parking spaces.
- 4.2 The plans attached as **Appendix E** demonstrate how the parking provision will be arranged and that a large car can access all parking spaces for both the existing and proposed dwellings in an appropriate manner. On plot turning can also be accommodated such that all cars can both enter and depart the respective properties in a forward gear. There is also space for visitor's cars to be accommodated within the respective driveway and parking areas.
- 4.3 At least two covered and secure cycle parking spaces will be provided within the car port structure of the proposed dwelling.

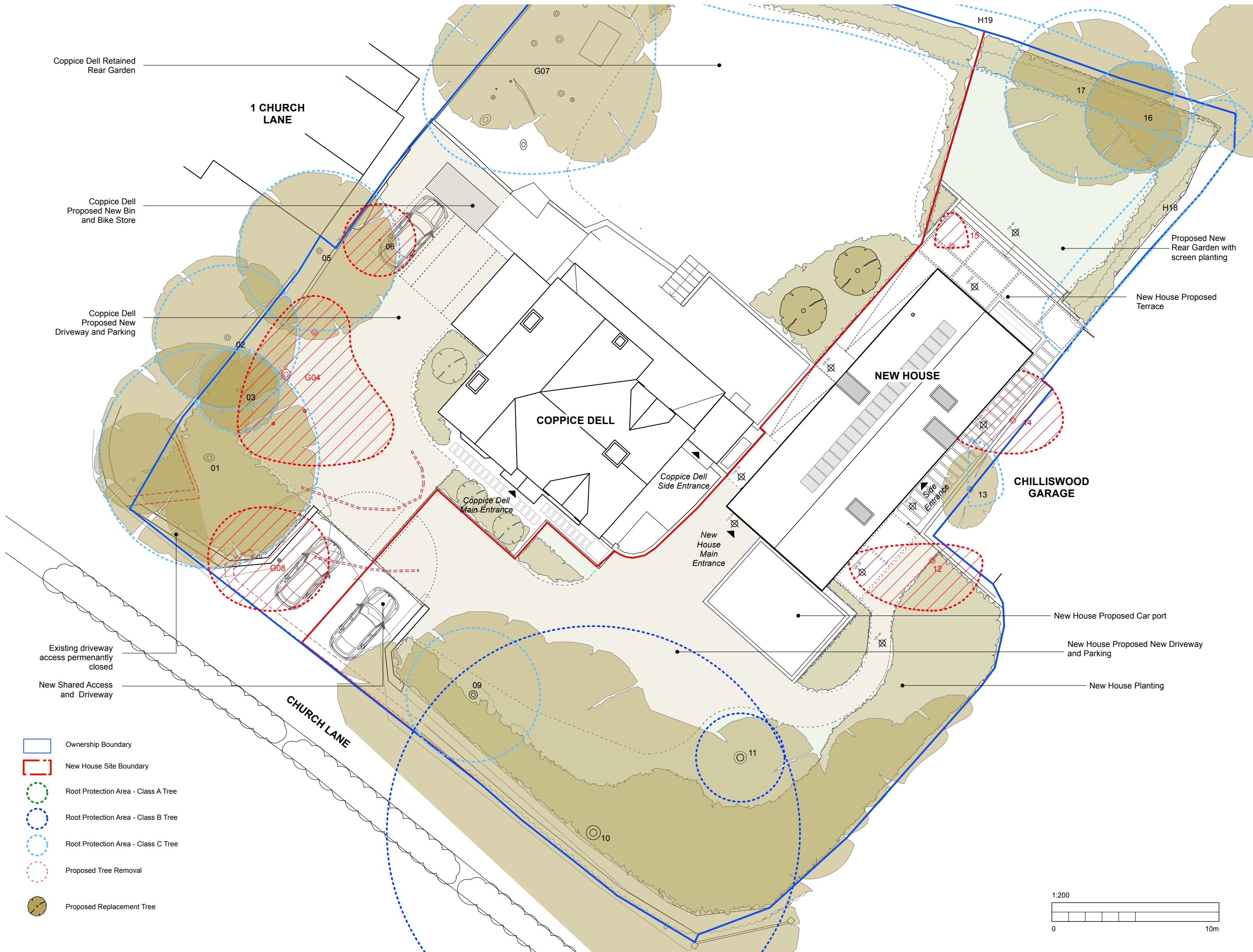
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- 4.4 A new residential property in a village location is normally considered to generate between five and six two-way vehicle movements per day. This level of traffic generation is clearly very low and will have no material impact on the operation of Church Lane or the wider highway network. The much improved visibility at the proposed driveway access will however be beneficial to road safety.

5 Summary

- 5.1 It is proposed to construct a new shared driveway access to serve the existing Coppice Dell property and a proposed new build two bedroom dwelling.
- 5.2 The proposed driveway will benefit from visibility on egress that accords with the recorded speed of traffic using Church Lane. It will also be constructed with a consolidated surface and designed such that surface water runoff is prevented from discharging to the Church Lane carriageway.
- 5.3 It is considered that the small number of additional vehicle movements associated with one new dwelling will not be prejudicial to highway capacity. The new driveway access will create an additional opportunity for opposing vehicles to pass while using the lane which, when coupled with the much improved visibility, will be beneficial to road safety.
- 5.4 Given the above, it is considered that there are no highway or transport related issues to hold against the proposal.

APPENDIX A

Architect's Layout Plan



NOTES:

P111/03/2023

#	DESCRIPTION	BY	DATE
PROPOSED Site plan and Landscape			
JOB NO - DRAWING NO. REV.			
2507 - 3 001		P1	
COPPICE DELL			
SCALE @ A3:		1:100	
LAST PLOT DATE:		09/12/2025	
DRAWN BY:		JH	
CHECKED BY:		XX	

CONCEPT

EN SPACE
ARCHITECTS

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APPENDIX B

Automatic Traffic Counter Results

Limpley Stoke ATC



Direction: Eastbound

Hour Beginning	Wed 08/06/2022	Thu 09/06/2022	Fri 10/06/2022	Sat 11/06/2022	Sun 12/06/2022	Mon 13/06/2022	Tue 14/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	1	1	3	9	0	0	0	2
01:00	0	0	1	1	2	1	2	1	1
02:00	0	0	2	0	2	0	0	0	1
03:00	0	0	0	1	2	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0
05:00	0	1	0	0	0	1	2	1	1
06:00	9	5	4	4	1	5	8	6	5
07:00	33	36	27	7	4	38	38	34	26
08:00	82	71	71	17	9	62	77	73	56
09:00	37	34	45	32	15	37	34	37	33
10:00	71	28	35	29	20	24	39	39	35
11:00	112	34	35	43	35	36	43	52	48
12:00	128	36	40	31	33	40	36	56	49
13:00	94	39	41	47	37	29	28	46	45
14:00	104	32	36	37	22	27	45	49	43
15:00	132	61	72	43	32	47	52	73	63
16:00	76	61	52	31	32	54	68	62	53
17:00	64	58	58	25	33	42	70	58	50
18:00	44	39	32	32	24	42	39	39	36
19:00	37	23	27	22	15	20	26	27	24
20:00	21	15	14	11	14	10	22	16	15
21:00	11	14	11	9	10	13	13	12	12
22:00	5	13	10	16	4	6	9	9	9
23:00	4	3	6	8	3	3	6	4	5
Total	977	529	544	374	296	478	569	619	538
12H(7-19)	1055	586	600	420	336	526	638	681	594
16H(6-22)	1064	602	616	444	343	535	653	694	608
24H(0-24)	1064	605	621	449	358	537	657	697	613
AM Peak	11:00 112	08:00 71	08:00 71	11:00 43	11:00 35	08:00 62	08:00 77	08:00 73	08:00 56
PM Peak	15:00 132	15:00 61	15:00 72	13:00 47	13:00 37	16:00 54	17:00 70	15:00 73	15:00 63

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Direction: Westbound

Hour Beginning	Wed 08/06/2022	Thu 09/06/2022	Fri 10/06/2022	Sat 11/06/2022	Sun 12/06/2022	Mon 13/06/2022	Tue 14/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	1	0	3	9	1	1	1	2
01:00	0	0	0	2	1	0	0	0	0
02:00	0	0	0	1	0	0	1	0	0
03:00	0	0	1	0	2	0	1	0	1
04:00	0	1	0	0	0	0	2	1	0
05:00	4	4	4	2	1	0	2	3	2
06:00	14	17	12	3	3	15	16	15	11
07:00	74	65	67	19	10	69	66	68	53
08:00	83	73	69	40	16	64	66	71	59
09:00	50	51	36	42	29	38	49	45	42
10:00	68	34	49	35	25	34	40	45	41
11:00	122	34	46	40	44	35	35	54	51
12:00	111	44	57	33	36	30	40	56	50
13:00	137	27	36	22	30	36	32	54	46
14:00	131	48	41	38	43	46	43	62	56
15:00	122	54	75	30	29	68	50	74	61
16:00	66	68	58	36	32	48	51	58	51
17:00	51	35	46	31	22	40	53	45	40
18:00	22	33	36	24	24	25	28	29	27
19:00	17	20	26	24	11	18	22	21	20
20:00	12	10	12	9	7	13	13	12	11
21:00	5	7	4	9	2	7	10	7	6
22:00	2	4	6	7	0	1	4	3	3
23:00	0	4	6	11	0	1	2	3	3
Total	1037	566	616	390	340	533	553	661	576
12H(7-19)	1085	620	670	435	363	586	614	715	625
16H(6-22)	1087	628	682	453	363	588	620	721	632
24H(0-24)	1091	634	687	461	376	589	627	726	638
AM Peak	11:00 122	08:00 73	08:00 69	09:00 42	11:00 44	07:00 69	07:00 66	08:00 71	08:00 59
PM Peak	13:00 137	16:00 68	15:00 75	14:00 38	14:00 43	15:00 68	17:00 53	15:00 74	15:00 61

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Direction: Total Flow

Hour Beginning	Wed 08/06/2022	Thu 09/06/2022	Fri 10/06/2022	Sat 11/06/2022	Sun 12/06/2022	Mon 13/06/2022	Tue 14/06/2022	5-Day Ave.	7-Day Ave.
00:00	0	2	1	6	18	1	1	1	4
01:00	0	0	1	3	3	1	2	1	1
02:00	0	0	2	1	2	0	1	1	1
03:00	0	0	1	1	4	0	1	0	1
04:00	0	2	1	0	0	0	2	1	1
05:00	4	5	4	2	1	1	4	4	3
06:00	23	22	16	7	4	20	24	21	17
07:00	107	101	94	26	14	107	104	103	79
08:00	165	144	140	57	25	126	143	144	114
09:00	87	85	81	74	44	75	83	82	76
10:00	139	62	84	64	45	58	79	84	76
11:00	234	68	81	83	79	71	78	106	99
12:00	239	80	97	64	69	70	76	112	99
13:00	231	66	77	69	67	65	60	100	91
14:00	235	80	77	75	65	73	88	111	99
15:00	254	115	147	73	61	115	102	147	124
16:00	142	129	110	67	64	102	119	120	105
17:00	115	93	104	56	55	82	123	103	90
18:00	66	72	68	56	48	67	67	68	63
19:00	54	43	53	46	26	38	48	47	44
20:00	33	25	26	20	21	23	35	28	26
21:00	16	21	15	18	12	20	23	19	18
22:00	7	17	16	23	4	7	13	12	12
23:00	4	7	12	19	3	4	8	7	8
Total	2014	1095	1160	764	636	1011	1122	1280	1115
12H(7-19)	2140	1206	1270	855	699	1112	1252	1396	1219
16H(6-22)	2151	1230	1298	897	706	1123	1273	1415	1240
24H(0-24)	2155	1239	1308	910	734	1126	1284	1422	1251
AM Peak	11:00 234	08:00 144	08:00 140	11:00 83	11:00 79	08:00 126	08:00 143	08:00 144	08:00 114
PM Peak	15:00 254	16:00 129	15:00 147	14:00 75	12:00 69	15:00 115	17:00 123	15:00 147	15:00 124

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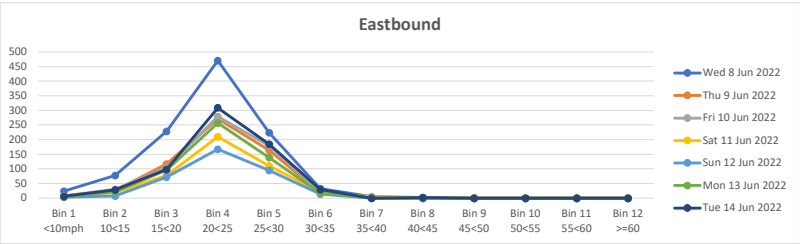


Limpley Stoke ATC

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<15	Bin 315<20	Bin 420<25	Bin 525<30	Bin 630<35	Bin 735<40	Bin 840<45	Bin 945<50	Bin 1050<55	Bin 1155<60	Bin 12>=60
Wed 8 Jun 2022	1064	27.2	21.8	5.2	24	78	228	470	224	33	5	2	0	0	0	0
Thu 9 Jun 2022	605	27.5	22.6	4.7	8	26	117	271	164	18	1	0	0	0	0	0
Fri 10 Jun 2022	621	27.6	22.8	4.7	7	30	105	279	179	21	0	0	0	0	0	0
Sat 11 Jun 2022	449	28.1	22.9	4.9	4	20	78	210	110	22	4	1	0	0	0	0
Sun 12 Jun 2022	358	27.4	22.9	4.4	3	7	72	167	95	14	0	0	0	0	0	0
Mon 13 Jun 2022	537	27.4	22.7	4.5	5	22	96	257	139	17	1	0	0	0	0	0
Tue 14 Jun 2022	657	28.0	23.1	4.7	6	28	98	309	185	29	0	2	0	0	0	0
5 Day Ave.	697	27.5	22.6	4.8	10	37	129	317	178	24	1	1	0	0	0	0
7 Day Ave.	613	27.6	22.7	4.7	8	30	113	280	157	22	2	1	0	0	0	0

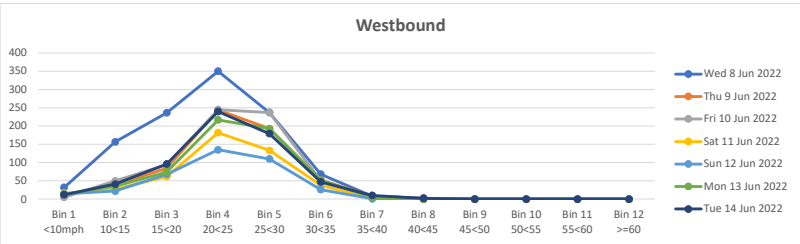
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<15	Bin 315<20	Bin 420<25	Bin 525<30	Bin 630<35	Bin 735<40	Bin 840<45	Bin 945<50	Bin 1050<55	Bin 1155<60	Bin 12>=60
Wed 8 Jun 2022	1091	27.9	21.4	6.3	32	157	236	350	237	68	8	2	1	0	0	0
Thu 9 Jun 2022	634	29.4	23.5	5.7	11	40	84	244	193	52	8	2	0	0	0	0
Fri 10 Jun 2022	687	29.2	23.6	5.4	5	50	94	245	237	50	5	1	0	0	0	0
Sat 11 Jun 2022	461	29.2	23.1	5.8	16	27	62	182	133	38	2	0	1	0	0	0
Sun 12 Jun 2022	376	28.6	22.7	5.8	14	22	68	135	110	26	1	0	0	0	0	0
Mon 13 Jun 2022	589	29.4	23.6	5.6	13	35	74	217	193	52	5	0	0	0	0	0
Tue 14 Jun 2022	627	29.3	23.3	5.8	12	41	96	240	179	47	10	2	0	0	0	0
5 Day Ave.	726	29.0	23.1	5.7	15	65	117	259	208	54	7	1	0	0	0	0
7 Day Ave.	638	29.0	23.0	5.8	15	53	102	230	183	48	6	1	0	0	0	0

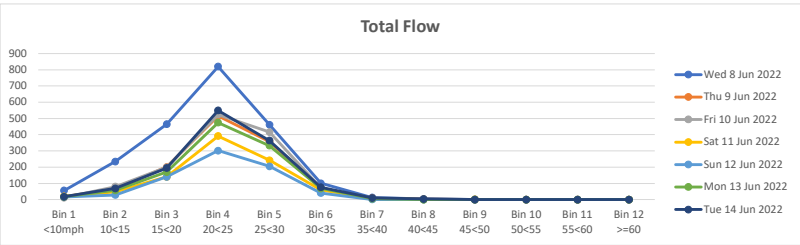
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1<10mph	Bin 210<15	Bin 315<20	Bin 420<25	Bin 525<30	Bin 630<35	Bin 735<40	Bin 840<45	Bin 945<50	Bin 1050<55	Bin 1155<60	Bin 12>=60
Wed 8 Jun 2022	2155	27.6	21.6	5.8	56	235	464	820	461	101	13	4	1	0	0	0
Thu 9 Jun 2022	1239	28.5	23.1	5.2	19	66	201	515	357	70	9	2	0	0	0	0
Fri 10 Jun 2022	1308	28.5	23.2	5.1	12	80	199	524	416	71	5	1	0	0	0	0
Sat 11 Jun 2022	910	28.6	23.0	5.4	20	47	140	392	243	60	6	1	1	0	0	0
Sun 12 Jun 2022	734	28.1	22.8	5.1	17	29	140	302	205	40	1	0	0	0	0	0
Mon 13 Jun 2022	1126	28.5	23.2	5.1	18	57	170	474	332	69	6	0	0	0	0	0
Tue 14 Jun 2022	1284	28.6	23.2	5.3	18	69	194	549	364	76	10	4	0	0	0	0
5 Day Ave.	1422	28.4	22.9	5.3	25	101	246	576	386	77	9	2	0	0	0	0
7 Day Ave.	1251	28.4	22.9	5.3	23	83	215	511	340	70	7	2	0	0	0	0

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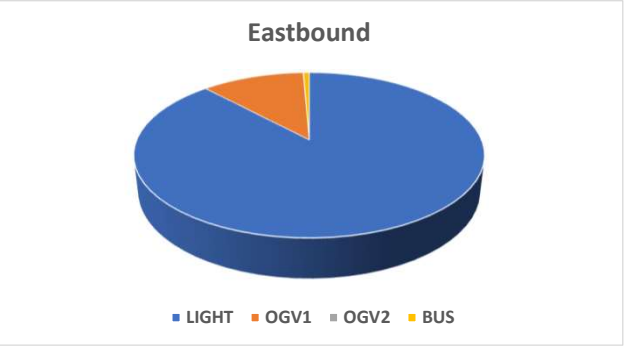
Limpley Stoke ATC

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	1064	936	121	0	7
Thu 9 Jun 2022	605	526	75	0	4
Fri 10 Jun 2022	621	537	78	2	4
Sat 11 Jun 2022	449	425	24	0	0
Sun 12 Jun 2022	358	340	18	0	0
Mon 13 Jun 2022	537	462	69	0	6
Tue 14 Jun 2022	657	552	99	0	6
5 Day Ave.	697	603	88	0	5
7 Day Ave.	613	540	69	0	4

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	100.0%	88.0%	11.4%	0.0%	0.7%
Thu 9 Jun 2022	100.0%	86.9%	12.4%	0.0%	0.7%
Fri 10 Jun 2022	100.0%	86.5%	12.6%	0.3%	0.6%
Sat 11 Jun 2022	100.0%	94.7%	5.3%	0.0%	0.0%
Sun 12 Jun 2022	100.0%	95.0%	5.0%	0.0%	0.0%
Mon 13 Jun 2022	100.0%	86.0%	12.8%	0.0%	1.1%
Tue 14 Jun 2022	100.0%	84.0%	15.1%	0.0%	0.9%
5 Day Ave.	100.0%	86.5%	12.7%	0.1%	0.8%
7 Day Ave.	100.0%	88.0%	11.3%	0.0%	0.6%

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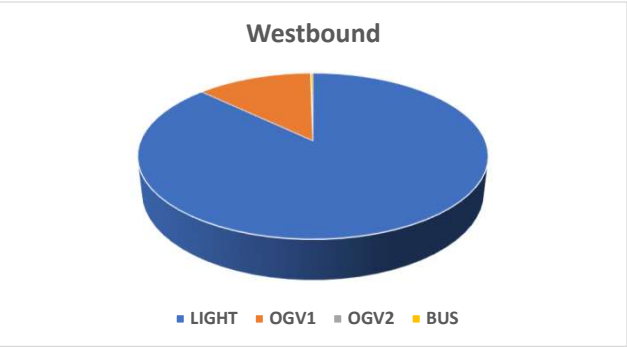


Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	1091	936	155	0	0
Thu 9 Jun 2022	634	546	88	0	0
Fri 10 Jun 2022	687	596	89	0	2
Sat 11 Jun 2022	461	427	33	1	0
Sun 12 Jun 2022	376	359	17	0	0
Mon 13 Jun 2022	589	503	81	1	4
Tue 14 Jun 2022	627	519	104	0	4
5 Day Ave.	726	620	103	0	2
7 Day Ave.	638	555	81	0	1

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	100.0%	85.8%	14.2%	0.0%	0.0%
Thu 9 Jun 2022	100.0%	86.1%	13.9%	0.0%	0.0%
Fri 10 Jun 2022	100.0%	86.8%	13.0%	0.0%	0.3%
Sat 11 Jun 2022	100.0%	92.6%	7.2%	0.2%	0.0%
Sun 12 Jun 2022	100.0%	95.5%	4.5%	0.0%	0.0%
Mon 13 Jun 2022	100.0%	85.4%	13.8%	0.2%	0.7%
Tue 14 Jun 2022	100.0%	82.8%	16.6%	0.0%	0.6%
5 Day Ave.	100.0%	85.4%	14.3%	0.0%	0.3%
7 Day Ave.	100.0%	87.0%	12.7%	0.0%	0.2%

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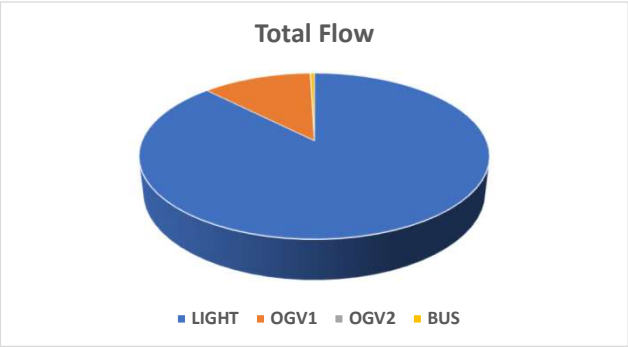


Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	2155	1872	276	0	7
Thu 9 Jun 2022	1239	1072	163	0	4
Fri 10 Jun 2022	1308	1133	167	2	6
Sat 11 Jun 2022	910	852	57	1	0
Sun 12 Jun 2022	734	699	35	0	0
Mon 13 Jun 2022	1126	965	150	1	10
Tue 14 Jun 2022	1284	1071	203	0	10
5 Day Ave.	1422	1223	192	1	7
7 Day Ave.	1251	1095	150	1	5

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 8 Jun 2022	100.0%	86.9%	12.8%	0.0%	0.3%
Thu 9 Jun 2022	100.0%	86.5%	13.2%	0.0%	0.3%
Fri 10 Jun 2022	100.0%	86.6%	12.8%	0.2%	0.5%
Sat 11 Jun 2022	100.0%	93.6%	6.3%	0.1%	0.0%
Sun 12 Jun 2022	100.0%	95.2%	4.8%	0.0%	0.0%
Mon 13 Jun 2022	100.0%	85.7%	13.3%	0.1%	0.9%
Tue 14 Jun 2022	100.0%	83.4%	15.8%	0.0%	0.8%
5 Day Ave.	100.0%	86.0%	13.5%	0.0%	0.5%
7 Day Ave.	100.0%	87.5%	12.0%	0.0%	0.4%

360 TSL Ltd



APPENDIX C

Visibility Splay Calculations

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + \frac{v^2}{2(d+0.1a)}$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

27.6 mph 12.338 m/s

v = 12.338 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles

a = 5 +ve for upgrades and -ve for downgrades

SSD = 34 m

SSD adjusted for bonnet length (MfS only) = 36 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + \frac{v^2}{2(d+0.1a)}$

v = Speed of vehicle (m/s)

t = driver perception-reaction time (seconds)

d = deceleration rate (m/s)

a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

29 mph 12.964 m/s

v = 12.964 m/s

t = 1.5 taken from MfS2 table 10.1

d = 4.415 Vehicle type Light vehicles

a = -5 +ve for upgrades and -ve for downgrades

SSD = 41 m

SSD adjusted for bonnet length (MfS only) = 43 m (SSD + 2.4m)

Conversions

mph to kph 0.0

kph to mph 0.0

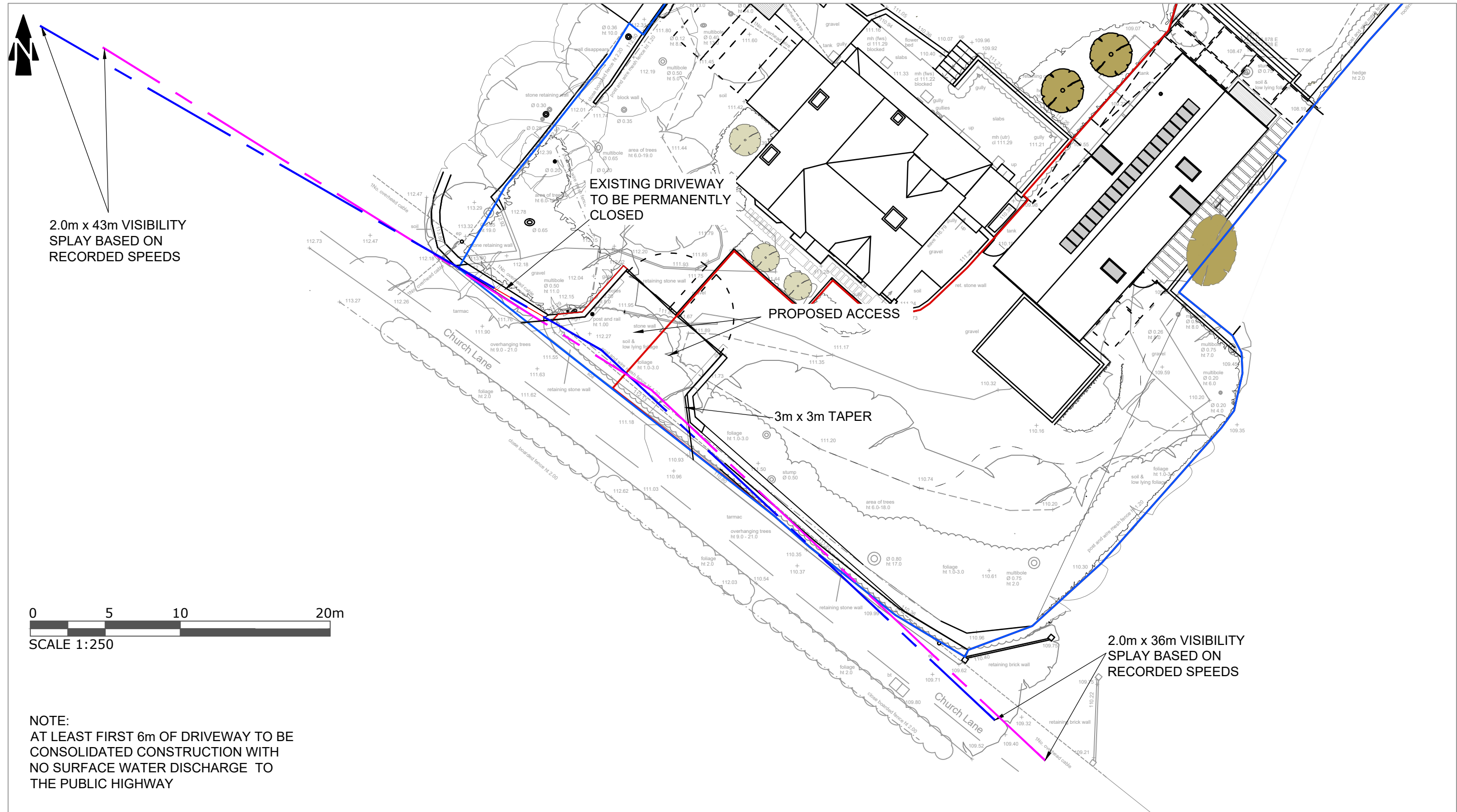
Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
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Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

NOTE: To convert dry weather spot speed to the wet weather journey speed deduct 4kph for single carriageways, 8kph for dual carriageways.

APPENDIX D

Proposed Driveway Access Arrangement

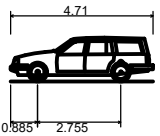


REV	DETAILS	DRAWN	CHECKED	DATE	NOTES: 1. This drawing is for illustrative purposes only and not for construction. 2. This drawing is to be read and printed in colour.	PROJECT:					CLIENT:	
A	SITE LAYOUT UPDATED	SLW	CDM	10.12.2025		COPPICE DELL, LIMPLEY STOKE					MR & MRS J. LOWRIE	
						DRAWING TITLE:					MILES  WHITE T R A N S P O R T	
						PROPOSED DRIVEWAY ACCESS						
						DRAWN:	CHECKED:	DATE:	SCALES:	SHEET SIZE:		
					SLW	CDM	04.12.2025	1:250	A3	25155-GA01	A	

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APPENDIX E

Swept Path Analysis



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

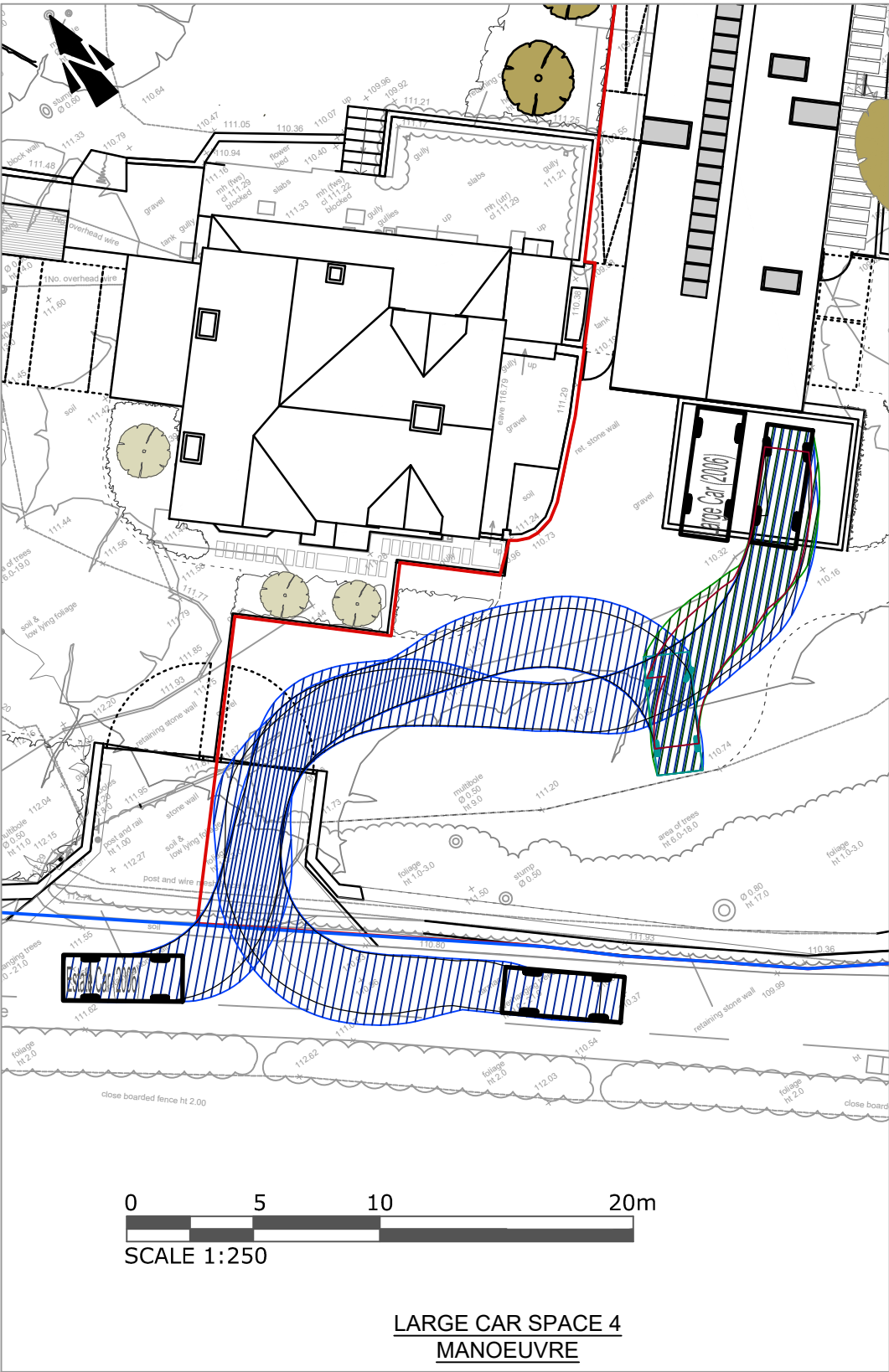
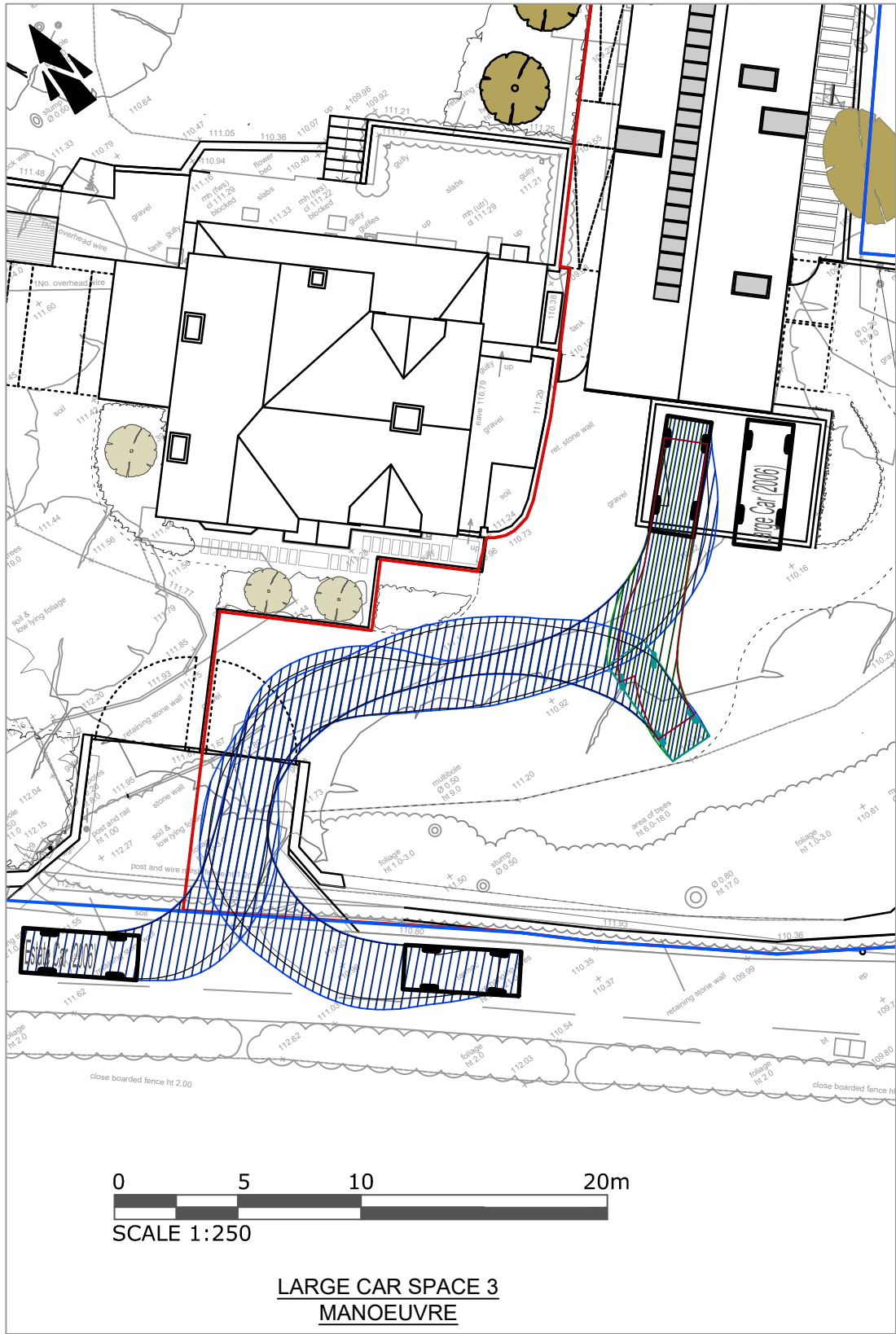
LARGE CAR VEHICLE
PROFILE

REV	DETAILS	DRAWN	CHECKED	DATE
A	SITE LAYOUT UPDATED	SLW	CDM	10.12.2025

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PROJECT: COPPICE DELL, LIMPLEY STOKE			
DRAWING TITLE: LARGE CAR PARKING SPACES SWEEP PATH ANALYSIS			
DRAWN: SLW	CHECKED: CDM	DATE: 04.12.2025	SCALES: 1:250
SHEET SIZE: A3		DRAWING NUMBER: 25155-TK01	

CLIENT: MR & MRS J. LOWRIE	
MILES WHITE TRANSPORT	
REVISION: A	



Estate Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

4.710m
1.804m
1.442m
0.207m
1.756m
4.00s
5.950m

LARGE CAR VEHICLE
PROFILE

REV	DETAILS	DRAWN	CHECKED	DATE
A	SITE LAYOUT UPDATED	SLW	CDM	10.12.2025

- NOTES:
1. This drawing is for illustrative purposes only and not for construction.
 2. This drawing is to be read and printed in colour.

PROJECT: COPPICE DELL, LIMPLEY STOKE					CLIENT: MR & MRS J. LOWRIE	
DRAWING TITLE: LARGE CAR PARKING SPACES SWEPT PATH ANALYSIS						
DRAWN: SLW	CHECKED: CDM	DATE: 04.12.2025	SCALES: 1:250	SHEET SIZE: A3	DRAWING NUMBER: 25155-TK02	REVISION: A