



COTSWOLD
TRANSPORT
PLANNING

Land Development & Planning Consultants

Site at Home Farm, Malmesbury

Technical Note 01

August 2020



Site at Home Farm, Malmesbury

Land Development & Planning Consultants Ltd

Technical Note Issue 01

CTP-19-869

August 2020

1. Introduction

1.1 Cotswold Transport Planning Ltd (CTP) has been instructed by Land Development & Planning Consultants Ltd to provide a Technical Note (TN) in support of a full planning application for a Class Q redevelopment of an existing agricultural barn into two residential dwellings at the site known as Home Farm, Malmesbury.

1.2 Prior Approval of change of use under Class Q, Part 3 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order (England) 2015 (as amended) is sought for the conversion of Barn A and B, into two residential dwellings with associated car parking provision and landscaping. A site location plan is provided at **Appendix A**.

Planning History

1.3 An application for prior approval of the local planning authority for the change of use of Agricultural buildings to form three dwellings was refused on the 24th August 2018. From a highway and transportation perspective, this TN provides additional information in relation to the reasons for refusal stated in the Decision Notice of the prior planning application (Application Reference: 18/06302/PNCOU), which was:

- I. *The increase in the use of the sub-standard access, generated by the proposed development, would be prejudicial to road safety. The proposed development fails to provide the necessary levels of visibility, to the detriment of highway safety. The proposal therefore fails to accord with NPPF paragraph 108 and Core Policy 61 regarding safe and suitable access and Paragraph Q.2 of Schedule 2, Part 3, Class Q of the Town and Country Planning (General Permitted Development) Order 2015 (as amended)".*

1.4 The Decision Notice is provided at **Appendix B**.



1.5 In reference to the above, the key issue's to be reviewed as part of this TN are the following:

- i) Review of the site location, local highway and local highway network safety;
- ii) Review of the proposed access arrangements, including visibility splays;
- iii) Review of the proposed internal site layout; and
- iv) Review and justification of the proposed parking provision;

2. Site Location, Local Highway Network, and Local Highway Network Safety.

2.1 The application site is located to the south of the village of Burton Hill and the market town of Malmesbury on the western side of the A429. It is bound to the north and west by residential dwellings and their associated land, while to the south it is bound by agricultural land and to the east by the A429.

Local Highway Network

A429

2.2 The A429 is a single lane two-way carriageway that runs along the eastern boundary of the application site in a roughly north-south direction, at an approximate width of 8.5m and is subject to a 40mph speed limit. To the north of the site the A429 meets the Priory roundabout whereby it joins the B4042 which provides a link to the centre of Malmesbury, while the A429 continues north of the roundabout.

2.3 To the south of the application site the A429 forms a priority junction with Grange Lane before continuing south to the village of Corston.

Local Highway Network Safety

2.4 The CrashMap database has been reviewed for the most recent three-year period available in the vicinity of the site. The database confirms zero Personal Injury Collision's (PIC's) have occurred in the local highway network, which is summarised in the Crashmap extract provided at **Appendix C**.

2.5 Given the context of the local highway network and zero PIC's during the most recent three year period, it is considered that there are no existing highway safety patterns or concerns within the vicinity of the site, and with the low level of traffic generation from the development this is expected to continue.

3. Site Access

3.1 The existing northern lane access was deemed 'sub-standard' in the Decision Notice



for the prior approval application and therefore the existing southern agricultural access to the application site is proposed to be utilised as the formal vehicular access.

- 3.2 Two automatic traffic counts (ATC) have been undertaken in the vicinity of the existing northern lane access and at the southern agricultural access to establish traffic speeds to determine if suitable visibility could be achieved from the southern agricultural access. The ATC's were undertaken by Matrix Traffic and Transport Data, an independent traffic surveyor during term time, between Monday 20th January and Sunday 27th January 2020. The ATC data is provided at **Appendix D**.
- 3.3 In order to assess the suitability of the available visibility splays from the existing agricultural access and to provide a robust assessment the highest recorded northbound and southbound 85th percentile vehicle speeds obtained from the northern and southern ATC's with the following parameters have been utilised as demonstrated in **Table 3.1** and **Table 3.2**:

North Bound

85 th Percentile Speed	Reaction Time	Deceleration Rate
46.3 mph	2s	2.45 m/s

Table 3.1: ATC Data North Bound Parameters.

South Bound

85 th Percentile Speed	Reaction Time	Deceleration Rate
48.8mph	2s	2.45 m/s

Table 3.2: ATC Data South Bound Parameters.

- 3.4 Using the 85th percentile speed as demonstrated in **Table 3.1** and **Table 3.2**, the required visibility splays, based on the recommended parameters from the centreline of the proposed access junction are 140m to the north and 129m to the south.
- 3.5 With regards to the 'X' distance, the standard 2.4m has been used.
- 3.6 The required visibility splays are demonstrated on the drawing provided at **Appendix E**.

Servicing

- 3.7 In terms of refuse collection, refuse shall be collected from the kerbside as per the existing arrangements in operation with other residential dwellings off the A429.



4. Site Layout

- 4.1 The site will comprise of two 3-bedroom dwellings separated into individual units in an attached dwelling (Unit 01 and Unit 02). It is proposed for both dwellings to be served by the existing southern agricultural access. The proposed site layout is provided at **Appendix F**.

Parking

- 4.2 The site is proposed to provide a total of 6 car parking spaces with 3 parking spaces allocated per residential unit.
- 4.3 The proposed parking provision is in accordance with Wiltshire Council's Local Transport Plan 2011-2026, Car Parking Strategy that applies minimum residential parking standards of 2 spaces for every dwelling with 2 to 3 bedrooms. **Table 4.1** demonstrates the minimum parking standards for residential dwellings.

Bedrooms	Minimum Spaces
1	1 space
2 to 3	2 spaces
4+	3 spaces
Visitor Parking	0.2 spaces per dwelling (unallocated)

Table 4.1: Minimum parking standards (allocated parking) for Wiltshire Council.

- 4.4 The proposed parking provision is adequate to accommodate the demand for parking from residents and visitors for each dwelling.
- 4.5 The swept path analysis drawing attached at **Appendix G** demonstrates that a large car can access and egress the proposed parking spaces and turn within the site to egress in a forward gear.

5. Summary and Conclusion

- 5.1 CTP has been instructed by Land Development & Planning Consultants Ltd to provide a TN in support of a full planning application for a Class Q redevelopment, for the conversion of an existing agricultural barn in to two residential dwellings at the site known as Home Farm, Malmesbury.



- 5.2 This TN has demonstrated the following:
- i. There are no highway safety concerns within the vicinity of the application site in the most recent three-year period.
 - ii. Safe and suitable access can be achieved via the exiting agricultural access to the application site from the A429.
 - iii. The proposed parking provision meets the minimum parking standards required for Wiltshire council.

Conclusion

- 5.3 In conclusion, CTP considers that the Class Q redevelopment of an agricultural barn into two residential dwellings for the site known as Home Farm, Malmesbury, will not have a severe impact on the operation or safety of the local highway. On that basis there are no highway matters that would preclude the approval of this planning application.

Appendices

APPENDIX A: Existing Site Location Plan

APPENDIX B: Decision Notice

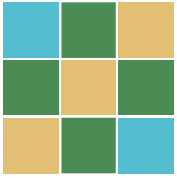
APPENDIX C: Crashmap Personal Injury Collision Data Map Extract

APPENDIX D: ATC Traffic Survey

APPENDIX E: Access Arrangement Visibility Splay Drawing

APPENDIX F: Proposed Site Layout

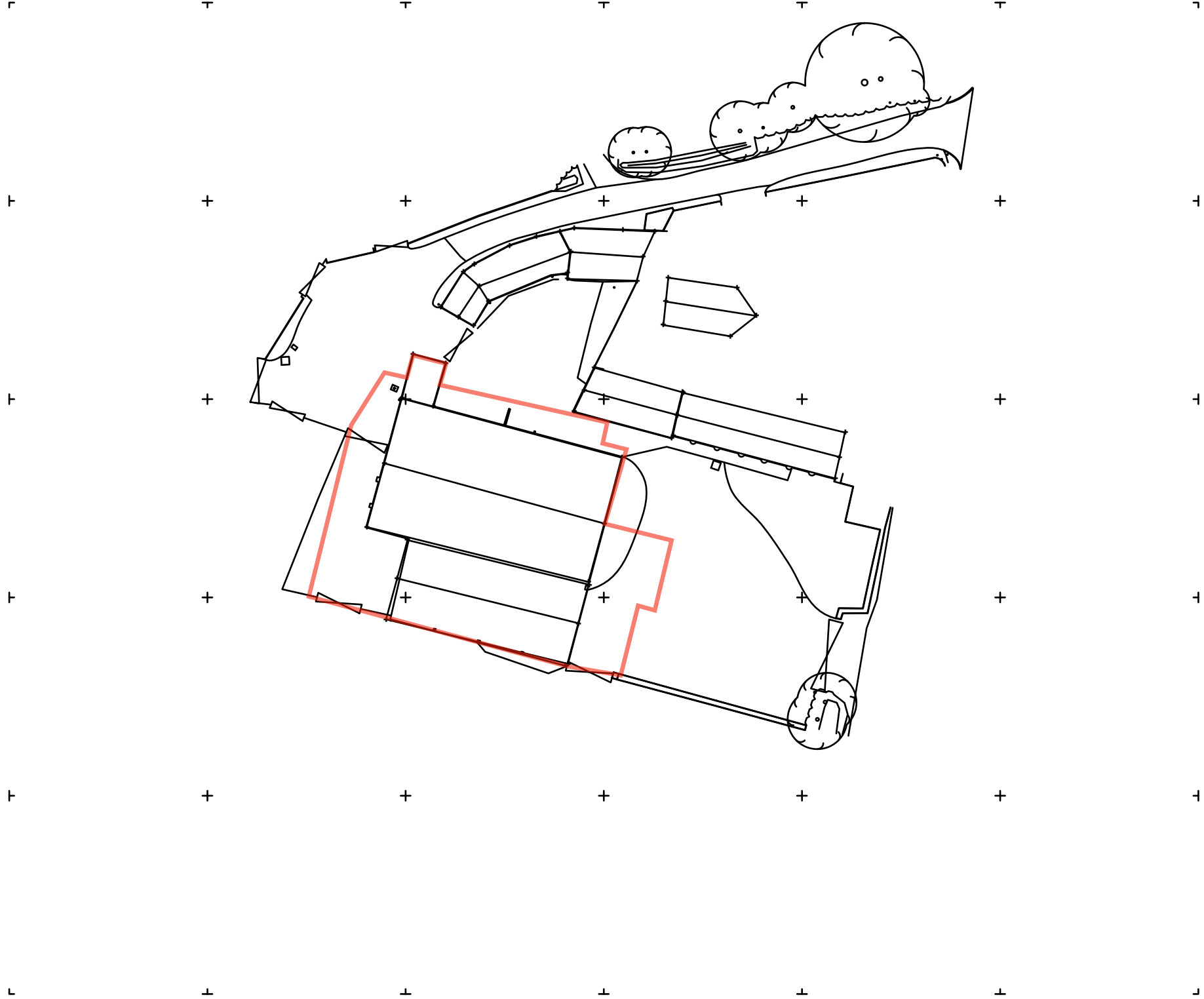
APPENDIX G: Swept Path Analysis Proposed Parking Spaces



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Appendix A

Existing Site Location Plan



REVISION

DRAWING No.

02

PROJECT NO.

LDC.21138

PROJECT

Home Farm, Corston
Malmesbury, Wiltshire

DESCRIPTION

Site Plan

SCALE

1:500 @ A3

DATE

July, 2020

The Studio,

82 Broadmead,

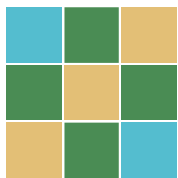
Corsham,

SN13 9AP

All dimensions to be checked on site. Drawing for planning purposes only - Not for construction. Reproduction of this drawing is prohibited without the consent in writing of Land Development & Planning Consultants Ltd. Site plans are reproduced from the Ordnance Survey sheets with the permission of The Controller of Her Majesty's Stationery Office. Crown Copyright Reserved. Licence Number AL54555.



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Planning Consultants Ltd



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Appendix B

Decision Notice

24 August 2018

Mr Ben Pearce
LD and PC Ltd
Unit 4A Pirckwick Park
Park Lane
Corsham
Wiltshire
SN13 0HN

Development Services
Wiltshire Council

Tel: 0300 456 0114

Email: developmentmanagement@wiltshire.gov.uk

www.wiltshire.gov.uk

Dear Sir/Madam

Town and Country Planning (General Permitted Development) (England) Order 2015

Application No: 18/06302/PNCOU
Proposal: Notification for Prior Approval under Class Q - Change of Use of Agricultural Buildings to Form Three Dwellinghouses (Use Class C3) and for Associated Operational Development
Site Address: Agricultural Buildings at, Home Farm, Corston, Malmesbury, Wiltshire, SN16 0EW
On Behalf of: Mr Steve Baker

I refer to your application for a determination as to whether the prior approval of the local planning authority will be required for this development.

The local planning authority has determined in this case that its prior approval **will be required** as to the transport and highways impacts of the development / noise impacts of the development / contamination risks on the site / flooding risks on the site / whether the location or siting of the building makes it otherwise impractical or undesirable for the building to change from agricultural use to a use falling within Class C3 (dwellinghouses) of the Schedule to the Use Classes Order, and that this prior approval is **refused** for the following reason(s):

1. The scope of building operations are considered to fall beyond those reasonably necessary to convert the building into residential use contrary to Paragraph Q (b) and Q.1 (i) of Schedule 2, Part 3, Class Q of the Town and Country Planning (General Permitted Development) Order 2015 as amended 2018
2. The increase in the use of the sub-standard access, generated by the proposed development, would be prejudicial to road safety. The proposed development fails to provide the necessary levels of visibility, to the detriment of highway safety. The proposal therefore fails to accord with NPPF paragraph 108 and Core Policy 61 regarding safe and suitable access and Paragraph Q.2 of Schedule 2, Part 3, Class Q of the Town and Country Planning (General Permitted Development) Order 2015 (as amended).

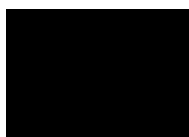
Yours faithfully

Contact us:

Development Services – North
Monkton Park Chippenham
Wiltshire SN15 1ER

Development Services – Central
County Hall Bythesea Road
Trowbridge Wiltshire BA14 0RD

Development Services – South
Bourne Hill Salisbury
Wiltshire SP1 3UZ



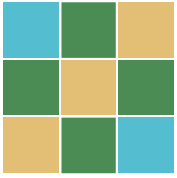
Tim Martienssen
Director
Economic Development and Planning

Contact us:

Development Services – North
Monkton Park Chippenham
Wiltshire SN15 1ER

Development Services – Central
County Hall Bythesea Road
Trowbridge Wiltshire BA14 0RD

Development Services – South
Bourne Hill Salisbury
Wiltshire SP1 3UZ

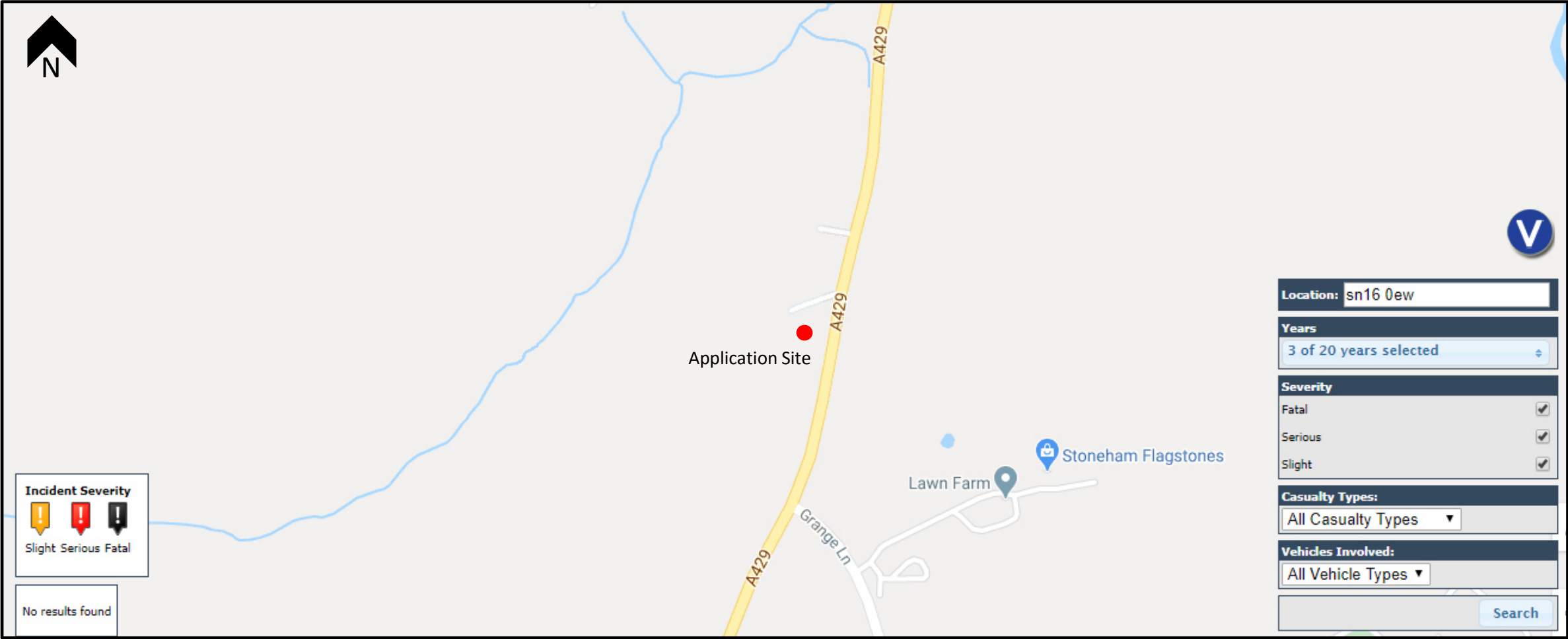


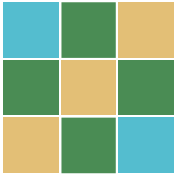
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Appendix C

CrashMap Personal Injury
Collision Data Map Extract

Crashmap Personal Injury Collision Data Extract





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Appendix D

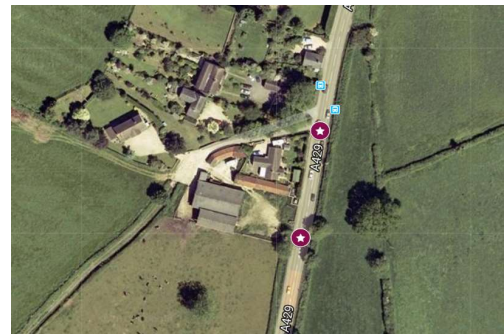
ATC Traffic Survey



ATC Report: Home Farm, Corston, Malmesbury

2. A429: Home Farm (farm gate)

Site	A429: Home Farm (farm gate)
Location	Corston, Malmesbury
Site No	2
Directions	NB SB
Start	20-Jan-20



Job No

UK178

Client

Gail Lewis

Site

A429: Home Farm (lane access)

Location

Corston, Malmesbury

Site No

1

Start Date

20-Jan-20

Day

7 Day Ave

Direction

NB

Description

Speed Summary

Select Site

1. A429: Home Farm (lane access)

Select Day

7 Day Ave

Select Direction

NB

Speed Bin (mph)	Vehicles
10-20	70
20-30	228
30-40	3218
40-50	1931
50-60	108
60-70	9
70-80	2
80-90	0
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

10-20	1.3%
20-30	4.1%
30-40	57.8%
40-50	34.7%
50-60	1.9%
60-70	0.2%
70-80	0.0%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
38.8	43.7

Hour Starting	Vehicle Speed Bins (mph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
00:00	0	0	5	8	2	1	0	0	0	0	0	0	44.2	51.4
01:00	0	0	4	5	2	0	0	0	0	0	0	0	45.1	52.1
02:00	0	0	1	2	1	0	0	0	0	0	0	0	44.4	53.9
03:00	0	0	1	3	2	1	0	0	0	0	0	0	48.5	0
04:00	0	0	3	4	2	0	0	0	0	0	0	0	44.5	53.5
05:00	0	0	15	19	5	0	0	0	0	0	0	0	42.7	48.3
06:00	0	3	83	64	6	1	0	0	0	0	0	0	41.7	47.6
07:00	33	75	300	79	3	0	0	0	0	0	0	0	35.8	42.1
08:00	16	44	288	134	4	0	0	0	0	0	0	0	37.6	43.3
09:00	1	9	216	117	4	0	0	0	0	0	0	0	38.7	43.2
10:00	1	6	201	112	4	0	0	0	0	0	0	0	38.9	43.2
11:00	2	5	195	118	3	0	0	0	0	0	0	0	38.8	43.2
12:00	1	8	211	138	5	0	0	0	0	0	0	0	39.2	43.4
13:00	2	9	215	147	5	1	0	0	0	0	0	0	39.1	43.6
14:00	5	5	213	144	8	0	0	0	0	0	0	0	39.1	43.7
15:00	0	6	214	176	7	0	0	0	0	0	0	0	39.8	44.4
16:00	6	8	267	172	5	0	0	0	0	0	0	0	38.7	43.5
17:00	2	22	329	121	3	0	0	0	0	0	0	0	37.5	41.8
18:00	1	20	221	117	5	0	0	0	0	0	0	0	38.4	43.0
19:00	0	3	103	90	7	0	0	0	0	0	0	0	40.2	45.3
20:00	0	0	53	64	8	1	0	0	0	0	0	0	41.6	46.9
21:00	0	1	43	45	6	1	0	0	0	0	0	0	41.2	46.7
22:00	0	1	21	34	6	0	0	0	0	0	0	0	42.6	47.9
23:00	0	0	15	19	3	1	0	0	0	0	0	0	42.9	48.4
Total	70	228	3218	1931	108	9	2	0	0	0	0	0	38.8	43.7

Job No

UK178

Client

Gail Lewis

Site

A429: Home Farm (lane access)

Location

Corston, Malmesbury

Site No

1

Start Date

20-Jan-20

Day

7 Day Ave

Direction

SB

Description

Speed Summary

Select Site

1. A429: Home Farm (lane access)

Select Day

7 Day Ave

Select Direction

SB

MATRIX

Traffic and Transport Data

Vehicles

4000

3500

3000

2500

2000

1500

1000

500

0

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

110-120

120+

28

90

1525

3487

564

55

8

1

0

0

0

0

Speed Bins (mph)

Bin Summary

10-20

0.5%

20-30

1.6%

30-40

26.5%

40-50

60.6%

50-60

9.8%

60-70

1.0%

70-80

0.1%

80-90

0.0%

90-100

0.0%

100-110

0.0%

110-120

0.0%

120+

0.0%

43.3

48.8

Hour Starting	Vehicle Speed Bins (mph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
00:00	0	0	1	7	3	2	0	0	0	0	0	0	48.9	58.4
01:00	0	0	1	3	2	0	0	0	0	0	0	0	48.8	55.2
02:00	0	0	1	2	3	0	0	0	0	0	0	0	51.7	55.4
03:00	0	0	0	3	1	0	0	0	0	0	0	0	48.2	58.4
04:00	0	0	1	5	5	1	0	0	0	0	0	0	49.3	55.1
05:00	1	0	4	20	13	2	0	0	0	0	0	0	48.3	56.0
06:00	0	1	18	75	31	5	0	0	0	0	0	0	48.0	55.4
07:00	2	3	115	210	22	1	0	0	0	0	0	0	43.6	49.1
08:00	1	6	101	221	29	3	0	0	0	0	0	0	43.5	49.3
09:00	0	2	97	218	27	3	0	0	0	0	0	0	43.2	48.0
10:00	1	2	78	210	26	2	0	0	0	0	0	0	43.2	48.2
11:00	0	4	103	230	25	1	0	0	0	0	0	0	42.5	47.5
12:00	2	5	96	229	30	1	0	0	0	0	0	0	42.7	47.9
13:00	10	14	94	222	35	1	0	0	0	0	0	0	41.7	48.2
14:00	1	2	104	257	41	2	0	0	0	0	0	0	43.3	48.5
15:00	3	11	126	273	37	2	0	0	0	0	0	0	42.5	47.9
16:00	2	16	220	398	34	2	0	0	0	0	0	0	41.9	46.7
17:00	3	15	218	362	27	2	0	0	0	0	0	0	41.9	46.7
18:00	0	6	76	261	47	3	1	0	0	0	0	0	44.4	49.8
19:00	1	1	33	111	40	5	1	0	0	0	0	0	46.0	52.2
20:00	0	1	10	61	30	6	1	0	0	0	0	0	47.5	54.6
21:00	0	0	15	56	26	4	1	0	0	0	0	0	47.0	54.3
22:00	0	1	9	30	20	4	1	0	0	0	0	0	48.3	57.0
23:00	0	0	3	19	11	3	1	0	0	0	0	0	49.5	58.6
Total	28	90	1525	3487	564	55	8	1	0	0	0	0	43.3	48.8

Job No

UK178

Client

Gail Lewis

Site

A429: Home Farm (farm gate)

Location

Corston, Malmesbury

Site No

2

Start Date

20-Jan-20

Day

7 Day Ave

Direction

NB

Description

Speed Summary

Select Site

2. A429: Home Farm (farm gate)

Select Day

7 Day Ave

Select Direction

NB

Speed Bin (mph)	Vehicles
10-20	63
20-30	165
30-40	2262
40-50	2760
50-60	263
60-70	21
70-80	3
80-90	1
90-100	0
100-110	0
110-120	0
120+	0

Bin Summary

Bin	Percentage
10-20	1.1%
20-30	3.0%
30-40	40.8%
40-50	49.8%
50-60	4.8%
60-70	0.4%
70-80	0.1%
80-90	0.0%
90-100	0.0%
100-110	0.0%
110-120	0.0%
120+	0.0%
Ave	41.0
85%ile	46.3

Hour Starting	Vehicle Speed Bins (mph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
00:00	0	0	3	9	4	1	0	0	0	0	0	0	47.2	55.8
01:00	0	0	2	4	4	1	0	0	0	0	0	0	48.4	56.0
02:00	0	0	1	2	1	0	0	0	0	0	0	0	47.5	58.1
03:00	0	0	1	2	2	1	0	0	0	0	0	0	52.1	0
04:00	0	0	2	5	3	1	0	0	0	0	0	0	47.4	57.6
05:00	0	0	9	22	7	1	0	0	0	0	0	0	45.3	51.7
06:00	0	3	65	74	14	2	0	0	0	0	0	0	44.1	50.5
07:00	24	71	261	124	6	0	0	0	0	0	0	0	37.5	44.3
08:00	20	28	223	200	13	1	0	0	0	0	0	0	39.5	45.7
09:00	1	6	148	178	12	0	0	0	0	0	0	0	40.8	45.9
10:00	0	4	140	169	10	1	0	0	0	0	0	0	41.0	45.7
11:00	1	5	128	179	10	1	0	0	0	0	0	0	41.0	45.8
12:00	1	4	134	209	13	1	0	0	0	0	0	0	41.4	46.0
13:00	0	5	131	212	16	1	0	0	0	0	0	0	41.7	46.4
14:00	4	2	141	205	20	1	0	0	0	0	0	0	41.4	46.2
15:00	1	2	133	241	24	1	0	0	0	0	0	0	42.2	47.0
16:00	6	5	180	250	16	0	0	0	0	0	0	0	40.9	46.0
17:00	2	14	255	196	8	1	0	0	0	0	0	0	39.3	44.2
18:00	2	13	157	176	14	1	0	0	0	0	0	0	40.4	45.5
19:00	0	1	67	117	17	1	0	0	0	0	0	0	42.6	48.1
20:00	0	0	32	75	18	2	0	0	0	0	0	0	44.2	50.2
21:00	0	1	26	55	13	1	0	0	0	0	0	0	43.9	49.9
22:00	0	1	13	36	11	1	0	0	0	0	0	0	45.1	51.2
23:00	0	0	9	21	7	1	0	0	0	0	0	0	45.6	51.4
Total	63	165	2262	2760	263	21	3	1	0	0	0	0	41.0	46.3

Job No

UK178

Client

Gail Lewis

Site

A429: Home Farm (farm gate)

Location

Corston, Malmesbury

Site No

2

Start Date

20-Jan-20

Day

7 Day Ave

Direction

SB

Description

Speed Summary

Select Site

2. A429: Home Farm (farm gate)

Select Day

7 Day Ave

Select Direction

SB

MATRIX

Traffic and Transport Data

Vehicles

3000

2500

2000

1500

1000

500

0

10-20

20-30

30-40

40-50

50-60

60-70

70-80

80-90

90-100

100-110

110-120

120+

16

98

2530

2819

267

23

2

0

0

0

0

0

Speed Bins (mph)

Bin Summary

10-20

0.3%

20-30

1.7%

30-40

44.0%

40-50

49.0%

50-60

4.6%

60-70

0.4%

70-80

0.0%

80-90

0.0%

90-100

0.0%

100-110

0.0%

110-120

0.0%

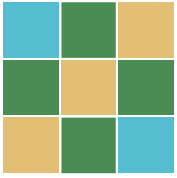
120+

0.0%

41.1

46.0

Hour Starting	Vehicle Speed Bins (mph)												Speed	
	10-20	20-30	30-40	40-50	50-60	60-70	70-80	80-90	90-100	100-110	110-120	120+	Ave	85%ile
00:00	0	0	3	7	4	1	0	0	0	0	0	0	46.2	54.5
01:00	0	0	2	3	2	0	0	0	0	0	0	0	46.0	51.7
02:00	0	0	1	3	2	0	0	0	0	0	0	0	48.5	52.6
03:00	0	0	1	3	1	0	0	0	0	0	0	0	45.7	54.2
04:00	0	0	2	6	4	0	0	0	0	0	0	0	46.6	52.2
05:00	0	1	7	23	9	1	0	0	0	0	0	0	45.7	52.3
06:00	0	1	31	80	17	1	0	0	0	0	0	0	45.2	51.4
07:00	1	5	185	157	9	1	0	0	0	0	0	0	41.3	46.2
08:00	1	6	167	173	13	1	0	0	0	0	0	0	41.3	46.3
09:00	0	3	160	172	12	1	0	0	0	0	0	0	40.9	45.3
10:00	0	4	136	170	10	1	0	0	0	0	0	0	41.0	45.4
11:00	0	6	175	174	9	0	0	0	0	0	0	0	40.4	44.8
12:00	2	6	158	186	12	0	0	0	0	0	0	0	40.6	45.2
13:00	2	7	147	185	17	1	0	0	0	0	0	0	40.7	45.7
14:00	1	2	177	210	15	1	0	0	0	0	0	0	41.1	45.6
15:00	3	13	196	222	17	0	0	0	0	0	0	0	40.5	45.4
16:00	2	18	360	282	11	1	0	0	0	0	0	0	39.8	44.1
17:00	3	18	343	259	9	1	0	0	0	0	0	0	39.6	44.1
18:00	0	5	148	223	19	1	0	0	0	0	0	0	41.8	46.7
19:00	0	1	59	109	19	2	1	0	0	0	0	0	43.3	49.2
20:00	0	1	24	63	18	3	0	0	0	0	0	0	44.8	51.1
21:00	0	1	26	59	15	2	0	0	0	0	0	0	44.1	50.4
22:00	0	1	16	32	15	2	0	0	0	0	0	0	45.4	53.3
23:00	0	0	8	19	10	2	0	0	0	0	0	0	46.5	54.8
Total	16	98	2530	2819	267	23	2	0	0	0	0	0	41.1	46.0



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Appendix E

Access Arrangement Visibility
Splay Drawing

Northern Access

2.4m x 140m junction visibility
commensurate with 85th
percentile recorded speeds

Access to rear via
existing lane

2.4m x 129m junction visibility commensurate
with 85th percentile recorded speeds

Southern Access

2.4m x 140m junction
visibility commensurate
with 85th percentile
recorded speeds

Proposed access via
vehicle crossover

2.4m x 129m junction visibility commensurate
with 85th percentile recorded speeds

78.0m

Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.
3. Work to be undertaken in accordance with the Worcestershire County Council Specification.
4. Ordnance Survey, (c) Crown Copyright 2020. All rights reserved. Licence number 100022432.

Rev	Date	Details	Drawn by	Checked by



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CLIENT:

Land Development & Planning Consultants

PROJECT:

Home Farm, Malmesbury

TITLE:

Access Arrangement and
Visibility

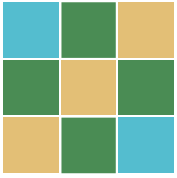
STATUS:

INFORMATION

SCALE @ A3: 1:1000	DATE: 09.03.20	DRAWN: LG	CHECKED: JM	APPROVED: JM
JOB NO: CTP-19-865	DRAWING NO: SK01	REVISION: -		



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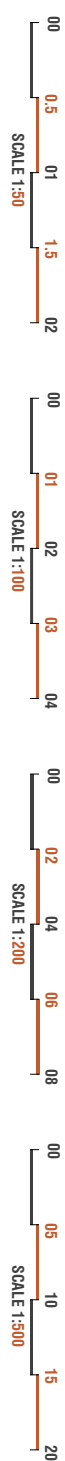
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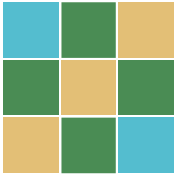
Appendix F

Proposed Site Layout



-  - Curtilage
 -  - Existing Building Footprint
 -  - Parking Space
- Proposed curtilage = 481.3m²
Existing Building Footprint = 487.7m²

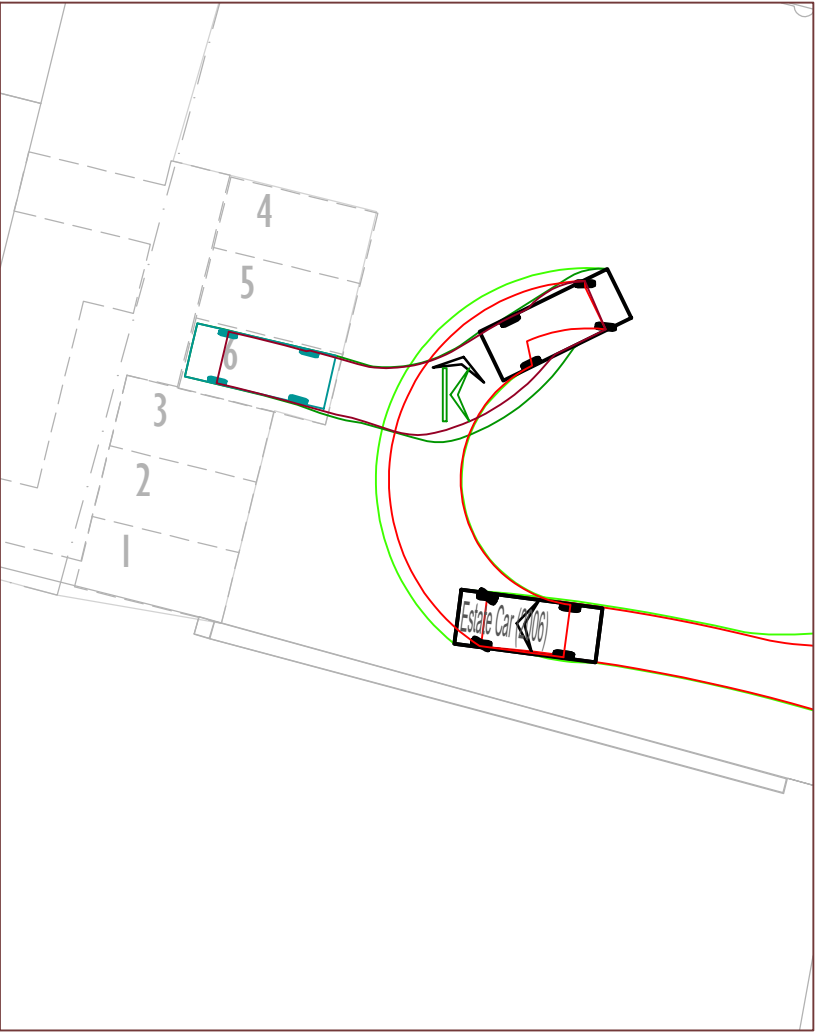
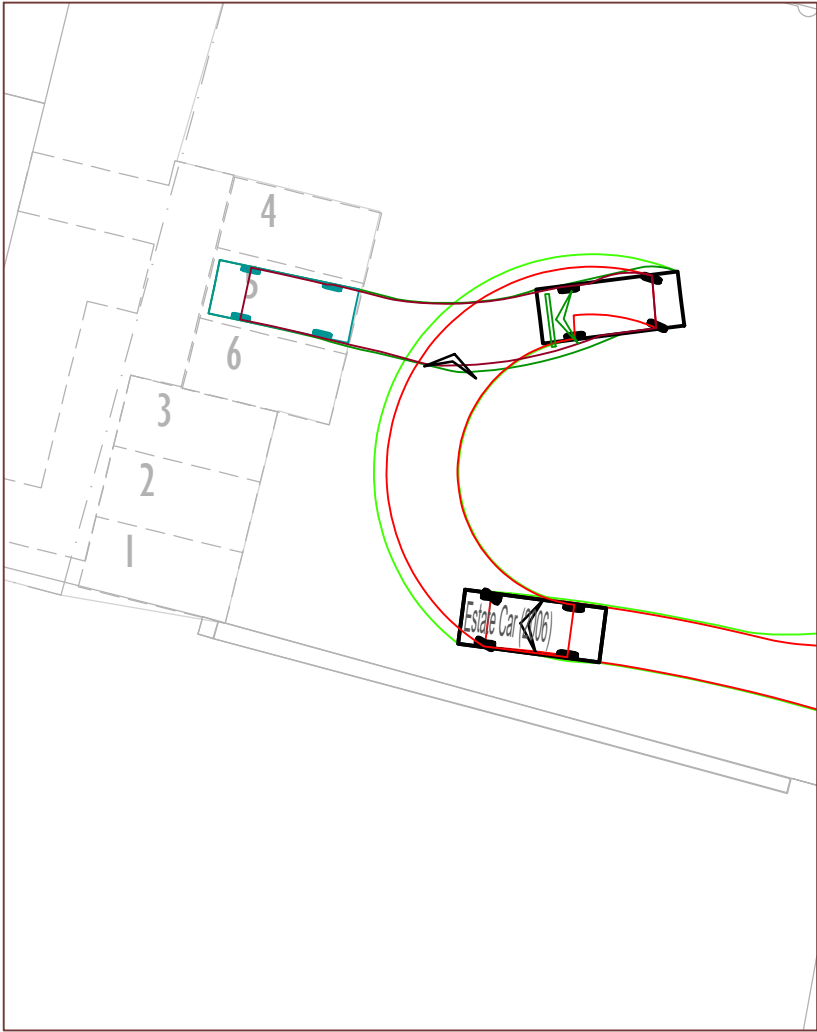
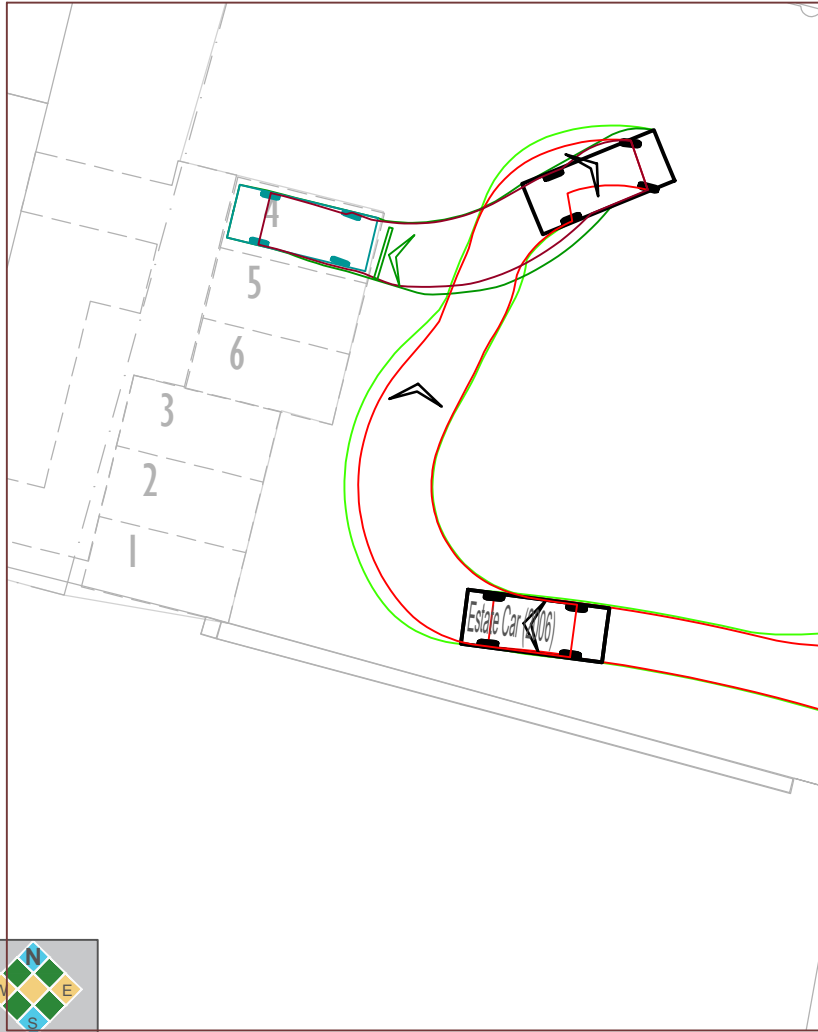
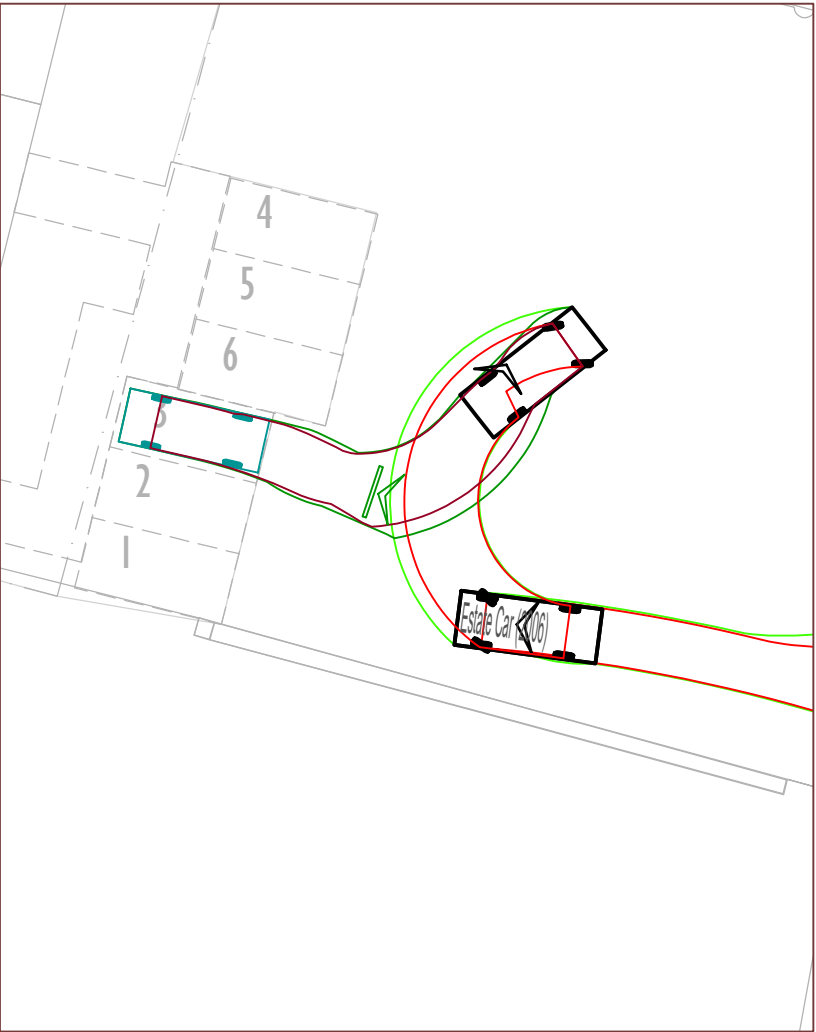
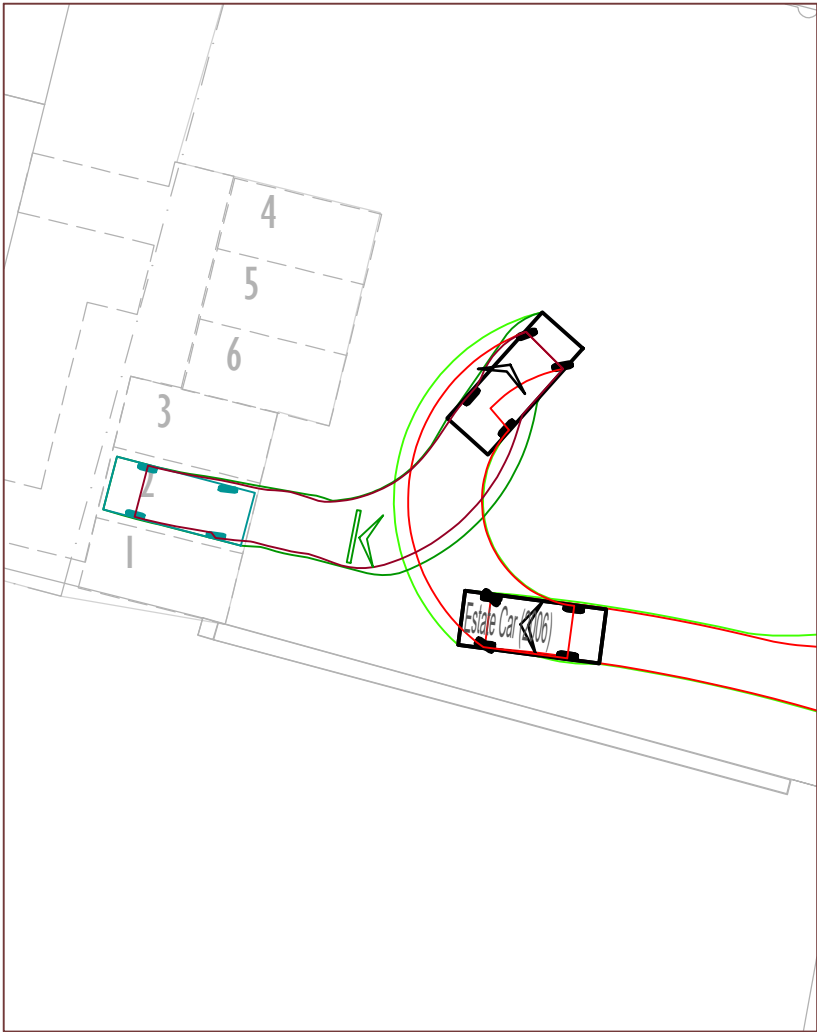
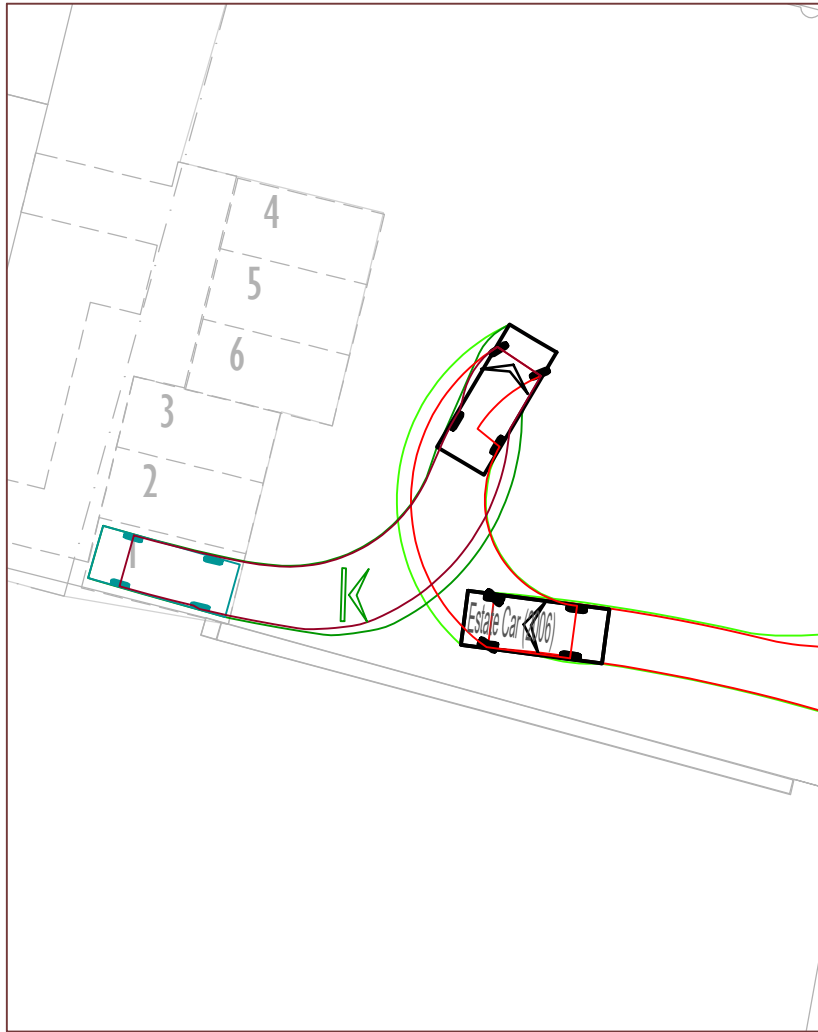




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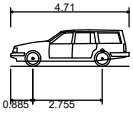
Appendix G

Swept Path Analysis Proposed
Parking Spaces



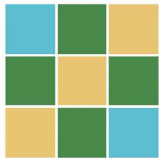
Notes:

1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
2. This drawing is based on the Architects layout received in July 2020.
3. Drawing to be read in conjunction with all other drawings. Any discrepancies are to be reported to the engineer 5 working days in advance of undertaking any work.



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Rev	Date	Details	Drawn by	Checked by
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CLIENT:
Land Development & Planning Consultants

PROJECT:
Home Farm, Malmesbury

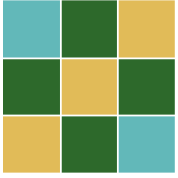
TITLE:
Swept Path Analysis - Car
Parking Spaces

STATUS:
PLANNING

SCALE @ A3: 1:250	DATE: 03.08.20	DRAWN: BF	CHECKED: JM	APPROVED: JM
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JOB NO: CTP-19-865	DRAWING NO: SP02	REVISION: -
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