

HOME FARM, ROOD ASHTON, WEST ASHTON, WILTSHIRE

TECHNICAL NOTE 1: SITE ACCESS

1 Introduction

- 1.1 Condon Transport Ltd (CT) has been appointed by Mr. S. Pike to provide highways and transport planning advice in relation to the proposed glamping pod development at Home Farm, Rood Ashton, Wiltshire. The site location is shown in **Figure 1.1** below.

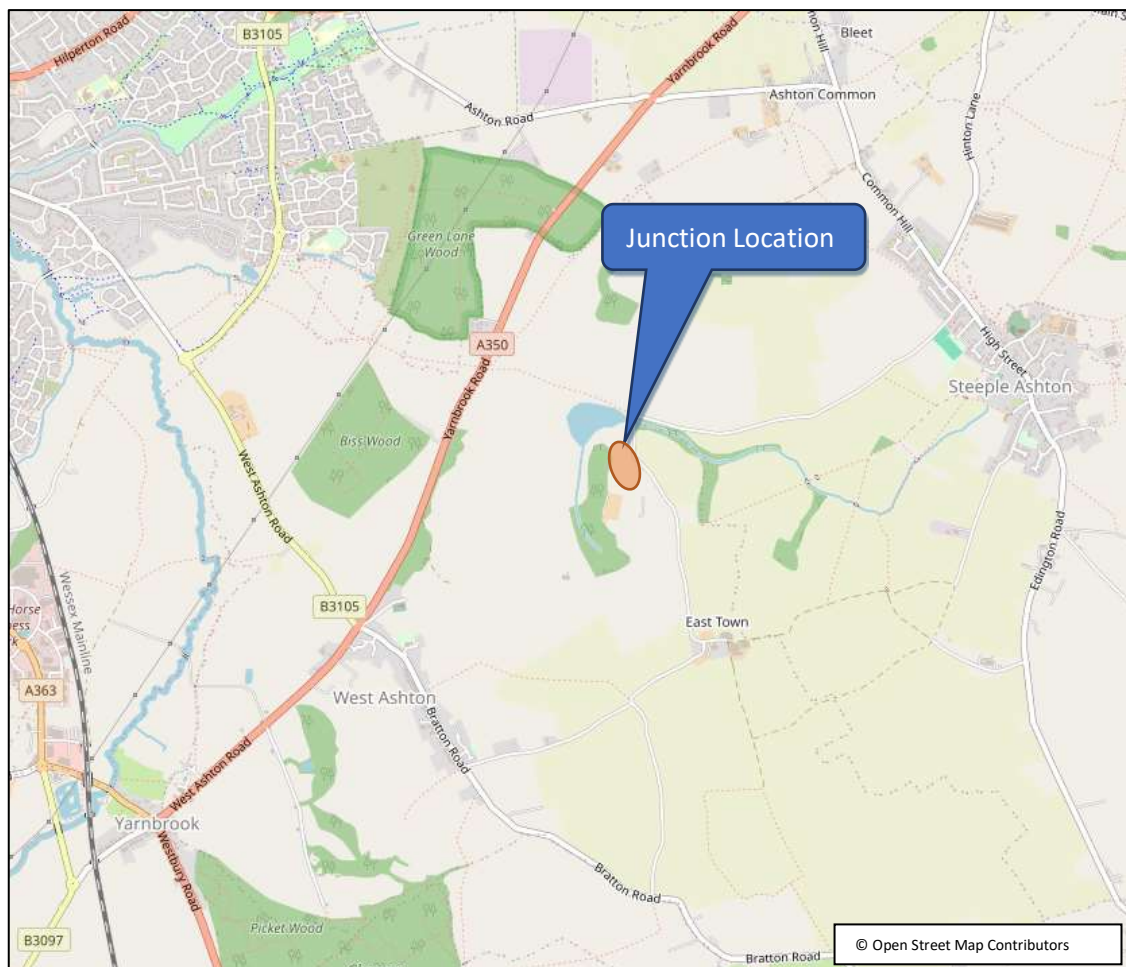


Figure 1.1: Site Location

- 1.2 The site is currently served by an existing access arrangement which is constrained in visibility, particularly when compared with what can be achieved at an alternative location further along the lane. The purpose of this Technical Note is therefore to assess that alternative access arrangement and to demonstrate that development traffic can be served via a preferable access location offering materially improved visibility and a safer operating environment.

- 1.3 This TN is submitted as a supporting document to inform the determination of Planning Application Ref: PL/2025/07781.

2 Site and Existing Access Arrangement

- 2.1 The site is located to the north of the Home Farm buildings and is approached from an unnamed rural lane subject to the national speed limit. The lane is characterised by narrow carriageway widths, limited forward visibility and informal passing provision.
- 2.2 The lane is part of the adopted highway, with the Highway Land Plan included in **Appendix A**.

Survey Base and Drawing Accuracy

- 2.3 All plans and measurements within this Technical Note are based on Ordnance Survey MasterMap data. This dataset does not identify detailed features such as hedge lines, walls, or minor boundary features. Accordingly, hedges shown on the accompanying drawings are indicative only and have been inferred from publicly available mapping and street-level imagery.
- 2.4 If precise hedge or boundary locations are required for detailed design or construction purposes, a full topographical survey of the site and its frontage would be necessary. The conclusions of this Technical Note, however, remain robust for access appraisal and comparative highway safety assessment at the planning stage.

Existing Home Farm Access

- 2.5 The existing Home Farm access is shown on Drawing 25039-001, which is included in **Appendix B**. Due to the position of the boundary hedges, adjacent walls, and the carriageway's horizontal alignment, achievable visibility at this location is severely constrained. With existing hedge lines in place, the available visibility splays are:

- 2.4m × 17m to the north
- 2.4m × 37m to the south

- 2.6 These visibility distances are substantially below those typically associated with an unrestricted rural road environment and provide a less favourable baseline when compared with the visibility achievable at the proposed alternative access location.

3 Proposed Access Arrangement

- 3.1 The proposed alternative access is shown on Drawing 25039-002, which is included in **Appendix C.**, and is located approximately 220 metres northwest of the existing Home Farm access. The proposed location is located outside a horizontal bend, offering materially improved forward visibility in both directions.
- 3.2 In response to comments from the Local Highway Authority, the proposed design retains the existing informal passing bay. It introduces localised carriageway widening to 5.0 metres, allowing two vehicles to pass safely. The proposed site access is 4.8 metres wide, allowing two cars to pass through and eliminating the need for vehicles to reverse onto the highway.

4 Visibility Assessment and Comparison

Proposed Access Visibility

- 4.1 At the proposed northern access location, the achievable visibility splays are:
- 2.4m × 56m to the north (measured to nearside edge of carriageway)
 - 2.4m × 43m to the north (measured to the offside edge of the carriageway)
 - 2.4m × 47m to the south
- 4.2 Because of the horizontal alignment of the road, the nearside measurement extends further but does not provide full-width carriageway visibility. The controlling visibility splay is therefore the 2.4m × 43m offside splay, as shown on Drawing 25039-002.

Comparative Assessment

- 4.3 A direct comparison between the two access locations demonstrates a clear and substantial improvement:

Access Location	North Visibility	South Visibility
Existing Home Farm Access	17m	37m
Proposed Northern Access	43m (controlling)	47m

Table 4.1: Comparison of Visibility Splays

- 4.4 The proposed access, therefore, provides more than double the available visibility to the north and a significant improvement to the south. This represents a material improvement in highway safety compared with the existing arrangement.

5 Design Guidance and Speed Environment

- 5.1 Although reference has been made by the Local Highway Authority to DMRB standards, the subject road is not part of the Trunk Road network. For this rural local road environment, Manual for Streets 2 provides the most appropriate design framework.
- 5.2 The existing Home Farm access is constrained in visibility by the surrounding boundary features and the horizontal alignment of the carriageway. The proposed access strategy is intended to provide an alternative point of access which offers materially improved visibility and a more favourable operating environment for development traffic. The strategy therefore seeks to enable development traffic to utilise this improved access location in preference to the more constrained existing arrangement, delivering a clear and measurable highway safety benefit.
- 5.3 As demonstrated in Section 4, the proposed northern access delivers this improvement in practical terms. The acceptability of the proposal is therefore based on delivering a safer access arrangement rather than on absolute compliance with theoretical design standards derived from the national speed limit.
- 5.4 Given that the proposed access already represents a substantial improvement over the existing access, it is not necessary to rely on speed survey evidence to establish the principle of acceptability at this stage. Any future speed data would serve only to refine detailed design parameters and would not alter the fundamental conclusion that the proposed access is materially safer and more suitable for the development

6 Summary and Conclusions

Summary

- 6.1 In summary, this Technical Note has demonstrated that:
- • The existing Home Farm access is constrained in visibility, particularly when compared with the proposed alternative access location.
 - • The proposed alternative access provides a substantial and measurable improvement in visibility and highway safety.
 - • The proposed design appropriately retains the passing place and improves carriageway width.

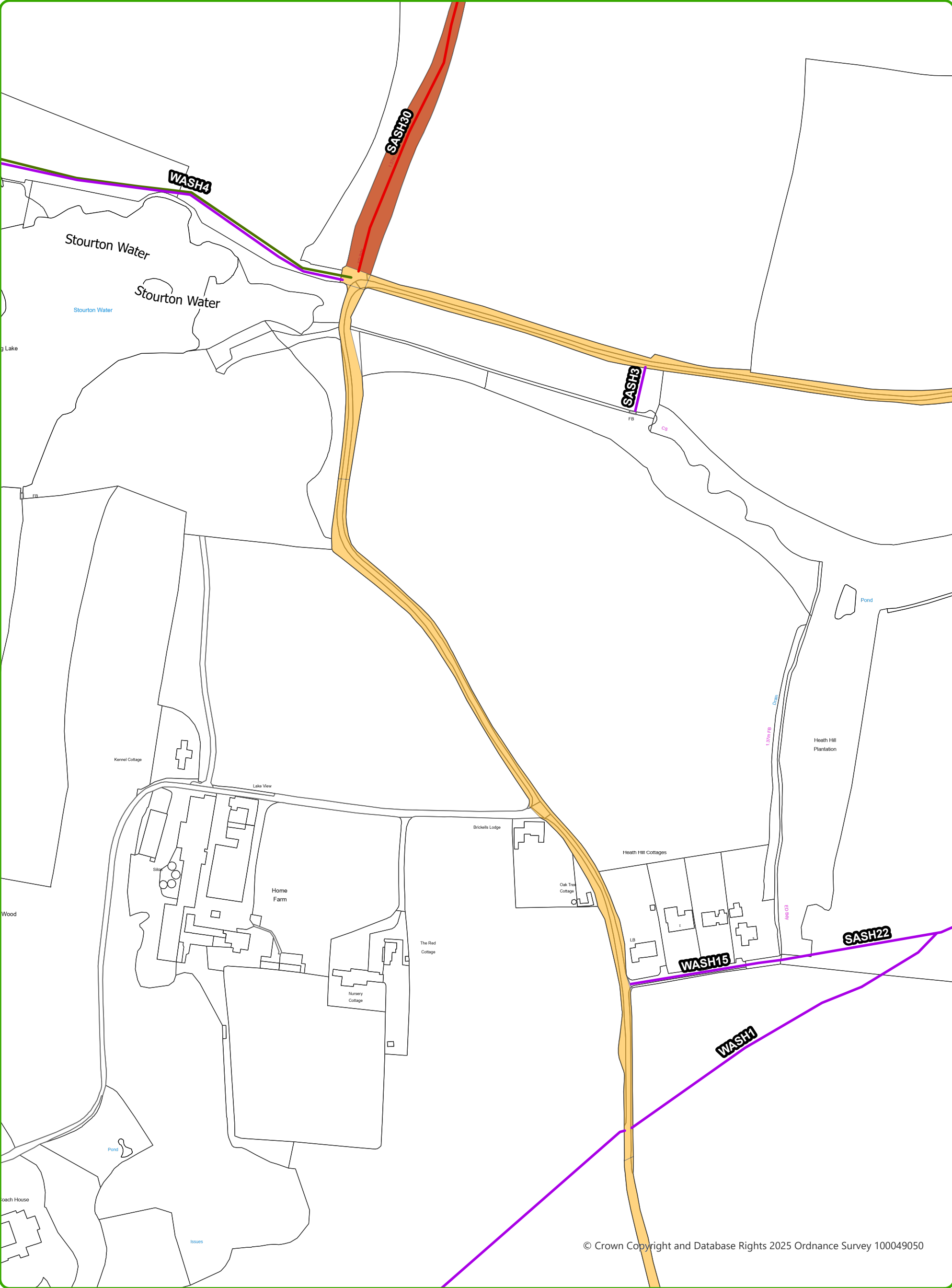
- The access strategy aligns with the principles of Manual for Streets 2 and reflects the realistic operating environment of the road.
- The proposed works are deliverable within the existing highway context.

Conclusion

- 6.2 The site is currently served by an established access arrangement. The proposed access strategy introduces an alternative access point which provides materially improved visibility and a significantly safer operating environment for development traffic.
- 6.3 The proposed northern access, therefore, represents a clear and substantial highway safety improvement. On this basis, and having regard to the modest scale of the development and the policy requirement that development be served by adequate access, the proposed access arrangement is considered acceptable in principle, without the need for supporting speed survey evidence.
- 6.4 The proposed access is accordingly regarded as a preferable solution for serving the development when compared with the existing arrangement.

APPENDIX A

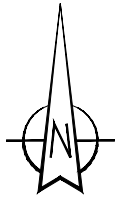
Highway Land Plan



Please Note
The highway extent shown on this plan has been prepared for the property named above.
The extent shown cannot be relied upon for any highways that do not abut or serve the property.

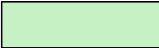
APPENDIX B

Drawing 25039-001



- NOTES
1. This drawing is base on OS Mastermap data and its accuracy cannot be guaranteed.
 2. This drawing is for illustrative purposes only and not for construction.
 3. This drawing is to be read and printed in colour.
 4. All dimensions are shown in metres, unless specified otherwise.

KEY

-  Existing Carriageway
-  Existing Carriageway
-  Existing Hedge (Shown Indicatively)
-  Proposed Access
-  Nearside Visibility Splay
-  Offside Visibility Splay

EXISTING HEDGE
(SHOWN INDICATIVELY)

2.4m X 17m ACHIEVABLE VISIBILITY SPLAY

EXISTING HOME FARM ACCESS

EXISTING HEDGE
(SHOWN INDICATIVELY)

UNNAMED LANE

2.4m X 37m ACHIEVABLE VISIBILITY SPLAY

EXISTING HEDGE
(SHOWN INDICATIVELY)

Brickells Lodge

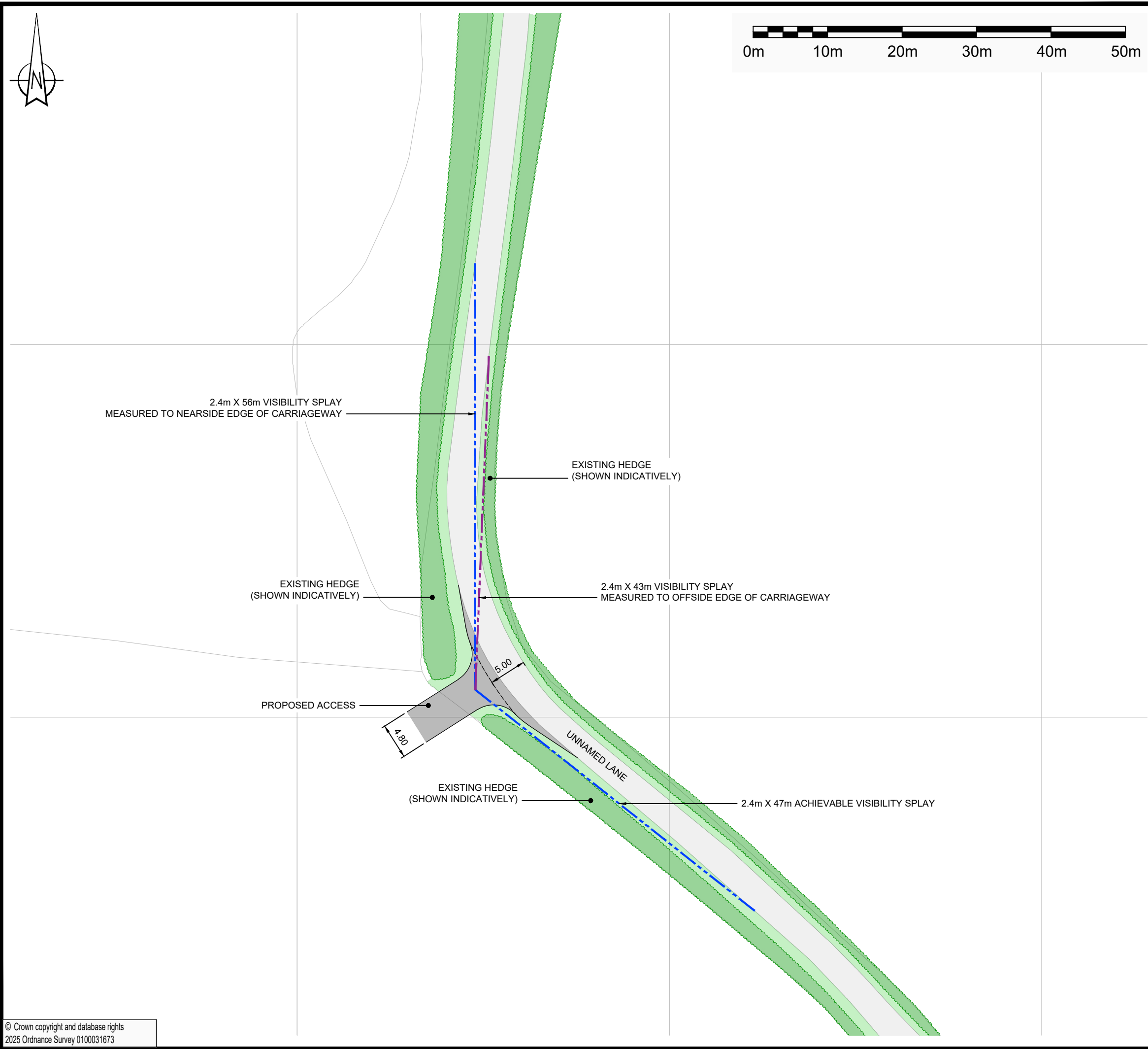
Heath Hill

Oak Tree
Cottage

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT: Mr S Pike				
PROJECT: Glamping Pods Home Farm, Rood Ashton				
DRAWING TITLE: Existing Home Farm Access Achievable Visibility Splays				
SCALES: 1:500		SHEET SIZE: A3		
DRAWN: BJC		CHECKED: PD		DATE: 23.12.2025
 Condon Drew Associates				
DRAWING NUMBER: 25039-001				REVISION: -

APPENDIX C

Drawing 25039-002



- NOTES
1. This drawing is base on OS Mastermap data and its accuracy cannot be guaranteed.
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KEY	
	Existing Carriageway
	Existing Carriageway
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	Proposed Access
	Nearside Visibility Splay
	Offside Visibility Splay

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT:				
Mr S Pike				
PROJECT:				
Glamping Pods Home Farm, Rood Ashton				
DRAWING TITLE:				
Propsoed Glamping Pods Access And Visibility Splays				
SCALES:		SHEET SIZE:		
1:500		A3		
DRAWN:	BJC	CHECKED:	PD	DATE: 23.12.2025
DRAWING NUMBER:				REVISION:
25039-002				-