

2 Existing Highway Conditions

- 2.1 The site is part of an existing agricultural field which wraps around an existing residential property called Knowle House. The field is currently accessed from Church Lane on the eastern side of Knowle House however a new access to the community farm site to the west of Knowle House will be required once the field is sub-divided.
- 2.2 The standard of Church Lane as it passes the site is shown in the **Figure 2** photographs below with the left image looking west past the proposed access location and the right image looking east past the proposed access location.



FIGURE 2: Church Lane as it Passes the Site

- 2.3 Church Lane at this point has a carriageway width of approximately 4.25m, a broadly straight alignment and an approximately 6% gradient falling west to east. The lane is within a 20 mph speed limit zone with occasional street lighting. A footway of approximately 0.8m width runs along the northern side of the carriageway with a high stone wall behind.
- 2.4 Travelling west from the site, Church Lane continues at the same standard up to its junction with Middle Stoke adjacent St Mary's Church. Two-way traffic flows are possible with care over this section however there are also passing opportunities available within the bellmouths of driveway accesses.

- 2.5 Middle Stoke leads northwest into Limpley Stoke village with Church Lane continuing broadly west to form the side arm of a priority junction with the A36 Warminster Road.
- 2.6 Visibility on egress from Church Lane is relatively good with a ghost island on the A36 providing protection for vehicles waiting to turn right into Church Lane. The A36 runs broadly north towards Bath and south towards Warminster and represents the principal road through the local area.
- 2.7 Travelling east from the site, Church Lane continues at a broadly 4.2m width falling gradually towards Freshford village. The road through the village remains relatively narrow with on-street parking necessitating the giving and taking of priority at certain points. Tight bends also constrain forward visibility and help to limit vehicle speeds. On exiting Freshford the route continues towards Westwood and beyond to connect with the B3109 Bradford on Avon to Frome road and beyond towards Trowbridge.
- 2.8 A review of the ‘crashmap’ website identifies that there has only been one recorded personal injury collision over the section of Church Lane between St Mary’s Church and the Crowe Lane junction in Freshford over the latest 10 years for which data is available. This occurred approximately 70m to the east of Knowle House in April 2021 and involved a car and pedestrian resulting in ‘slight’ injuries to the pedestrian. On the whole the local road network in the vicinity of the site currently operates relatively safely.
- 2.9 Visibility requirements at new accesses vary with traffic speeds therefore an Automatic Traffic Counter (ATC) survey was undertaken on Church Lane broadly at the proposed access point between Thursday December 4th and Wednesday December 10th, 2025. The results are attached in full as **Appendix A** and are summarised in **Table 1** below.

	Eastbound	Westbound	Two-way
AM Peak 08:00 to 09:00 (weekday average)	96	88	184
PM Peak 16:00 to 17:00 (weekday average)	67	53	120
Daily (weekday average)	687	643	1,330
Average Speed	22.6 mph	23.3 mph	23.0 mph
85 th percentile speed	28.6 mph	29.2 mph	29.0 mph
Proportion OGV1, OGV2 and Bus	8.5%	12.2%	10.2%

TABLE 1: Results of ATC Survey on Church Lane

- 2.10 Traffic flows are modest at an average of approximately 1,330 two-way vehicles per weekday with up to 184 two-way vehicles in the worst case AM peak hour. There is a slight eastbound directional bias in both peak hours and across the day as a whole.
- 2.11 Average traffic speeds are approximately 23 mph which is slightly above the posted 20 mph speed limit. The 85th percentile speeds (used for design purposes) are higher still at approximately 29 mph. This is likely a function of the relatively low traffic volumes and the excellent forward visibility provided by the straight alignment.

- 2.12 Through use of the formula contained in Section 10 of the design guide ‘Manual for Streets 2’, the recorded 85th percentile traffic speeds relate to stopping sight distances of 44m for eastbound traffic and 45m for westbound traffic.
- 2.13 For completeness, the visibility calculations are attached as **Appendix B** noting that they take in to account the downhill gradient as Church Lane heads east.

3 Proposed Development and Likely Traffic Movements

- 3.1 It is proposed to create a community farm that will primarily produce fruit and vegetables for sale locally. The proposed site layout is as shown on the plan attached as **Appendix C**. For the most part it includes open planting beds and polytunnels with only a small number of built structures including a tool shed and a packing shed. The site will include a small car park that will accommodate up to 8 cars and appropriate turning opportunities. Cycle parking will also be provided in the form of 4 Sheffield hoop stands.
- 3.2 The likely traffic movements associated with the proposed community farm have been derived from first principles and from advice given by the Community Supported Agriculture Network (<https://communitysupportedagriculture.org.uk/>). This has been supported by practical local advice provided by a similar community farm operation near Bath (<https://www.middlegroundgrowers.com/>). The likely day to day traffic movements are summarised in **Table 2** below noting that no direct sales to the public will take place at the farm site itself.

Activity	Number of Vehicles	Equivalent Traffic Movements (Mon-Fri)	Equivalent Traffic Movements (Sat-Sun)	During Highway Peak Hours
Staff (1.5 FTE Mon-Fri)	2 per weekday	4	-	Yes
Volunteers (Thu-Fri)	8 per week	6.4	-	No
Other Visitors (Mon-Fri)	4 per week	1.6	-	No
Seasonal Events (weekend)	6 per quarter	-	0.2	No
Deliveries of Veg and Supplies (Mon-Fri)	6 per week	2.4	-	No
Deliveries of Compost, Woodchip (Mon-Fri)	2 per month	0.2	-	No
Waste Collections (Mon-Fri)	2 per month	0.2	-	Unlikely
AVERAGE TRAFFIC MOVEMENTS (per day)	-	14.8	0.2	-

TABLE 2: Predicted Vehicle Movements

- 3.3 The above identifies that the average number of vehicle movements associated with the proposed community farm will be low at approximately 14.8 per weekday (7.4 arrivals and 7.4 departures). The maximum number per weekday if all activities combine is approximately 22 vehicle movements (11 arrivals, 11 departures).

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- 3.4 Vehicle movements will therefore be low and will have no material impact on the operation of Church Lane or the local highway network. A more detailed assessment of traffic impact and junction capacity is not considered necessary.
- 3.5 It must also be noted that the above represents a worst case in that it assumes all staff and volunteers accessing the site will do so individually by car which is very unlikely to occur in practice. Volunteers in particular will live locally with many able to access the site on foot, by bicycle or through use of the No.94 bus which has a stop on Church Lane. Car sharing is also an option particularly if an individual has mobility issues.
- 3.6 The site is conveniently located to minimise walking distances to and from local areas which will help encourage volunteers and other visitors (primary school trips etc) to access the farm on foot. For instance the Galleries shop and car park is 320m walk (via new permissive path, see below), the Primary School 580m walk, Limpley Stoke Village Hall 660m walk, Freshford Railway Station 920m and Hop Pole Inn 940m.
- 3.7 The Chartered Institution of Highways and Transportation document 'Planning for Walking' notes that approximately 80% of journeys shorter than 1 mile (1.6km) are made wholly on foot with this having changed little over 30 years. Clearly, local volunteers living in Freshford and Limpley Stoke will be able to access the site on foot with the overall policy of the community farm being to encourage them to do so.
- 3.8 An agreement has also been reached with the adjacent landowner to the south of the proposed community farm to create a permissive path that will link the Recreation Ground behind the Galleries Shop / Village Hall to the farm site. This will shorten the distances involved when walking from this direction and further encourage the site to be accessed on foot.
- 3.9 It is likely that the largest size of vehicle requiring access to the site will be long wheel base vans (delivery of vegetables) and small rigid lorries (deliveries of compost, woodchip etc). The site layout and access arrangements have been designed with this in mind.

4 Proposed Site Access Arrangement

- 4.1 The plan attached as **Appendix D** identifies the proposed site access arrangements and shows its centreline located approximately 35m to the west of the Knowle House boundary. This position is also equidistant between two tree groups that are close to the southern edge of the Church Lane carriageway and allows both to be retained.
- 4.2 The access is proposed to be provided at a 5m width that will allow two cars to pass should the need arise. This will reduce the potential need for vehicles entering the site to wait on Church Lane while a vehicle exits the site. Tapers will also be provided on both sides of the access to create a bellmouth which in turn will aid turning movements particularly those associated with the large vans and small lorries that will be used for deliveries both to and from the farm.

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- 4.3 The access will in effect be a high standard agricultural field access with a drop kerb provided along the nearside edge of the Church Lane carriageway.
- 4.4 Ground levels within the site are approximately 1.4m higher than the Church Lane carriageway with a steep bank between the two. It is therefore proposed that the access be ramped at a 1 in 10 gradient over what is likely to be an approximately 18m distance (subject to detailed design). Surfacing of the access will be either tarmacadam or concrete to ensure ease of use and its long term integrity.
- 4.5 Surface water drainage from the access will be intercepted at the bottom of the ramp and discharged via soakaway within the site (see submitted drainage strategy).
- 4.6 Appropriate levels of visibility can be provided for drivers emerging from the new access. The Appendix D plan details provision of 2.4m by 25m visibility splays in both directions which are appropriate for the 20 mph speed limit that applies. The plan also identifies that visibility splays of 2.0m by 44m (left/west) and 2.0m by 45m (right/east) will be available with these distances being based on the recorded speeds of passing traffic.
- 4.7 It is considered that the above splay arrangements will provide suitable visibility for users of the access while also helping to minimise the landscape and ecology implications of the proposals. They will also help maintain the existing character of Church Lane as far as is practically possible. The existing boundary hedge will be replaced by a new hedge planted at the top of the batter slopes either side of the proposed access again to help minimise the landscape impact of the new access (see submitted landscape plan).
- 4.8 A bin store for day to day use will be provided at the top of the access ramp. Bins will be transferred to the bottom of the access ramp on collections days thereby enabling collections to be undertaken directly from the Church Lane carriageway. Refuse collection vehicles will not need to access the site itself. This is the same arrangement as currently in place for the various existing dwellings accessed off Church Lane and will therefore have no material implications on traffic flows.
- 4.9 Within the site the access will serve 8 car parking spaces. This number is considered appropriate to cater for the low number of staff / volunteers who are likely to be on-site at any one time (see Table 1) while also catering for occasional seasonal events and similar where parking demand may be higher. The car parking demand will be fully accommodated within the site with no overspill to Church Lane or beyond.
- 4.10 Turning areas will also be provided within the site and be of a size that can accommodate the turning requirements of the large vans and small lorries that will access the site. This is demonstrated on the plan attached as **Appendix E** and illustrates that all vehicles will be able to enter and exit the site in a forward gear.

5 Summary

- 5.1 It is proposed that land to the south of Church Lane, Freshford be developed as a community farm.

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- 5.2 Traffic flows on Church Lane are modest at approximately 1,330 two-way vehicles per weekday during school term. 85th percentile traffic speeds are approximately 29 mph and therefore higher than the 20 mph speed limit (average speeds are approximately 23 mph).
- 5.3 The community farm proposals will likely generate no more than 14 to 15 vehicle movements on a typical weekday. This level of flow increase is very low and will have no material impact on the operation or safety of Church Lane or the wider highway network. In practice, vehicle movements to and from the site will be lower still as some staff and volunteers will likely access it on foot or by other non-car modes.
- 5.4 A new drop kerb verge crossover site access will be provided from Church Lane in a location which minimises landscape and ecological implications. It will be provided at an appropriate width and gradient and with a bellmouth suitable to accommodate both the anticipated size and number of vehicles likely to visit the site. Visibility on egress from the site will be provided to accord with both the speed limit and the recorded speed of passing vehicles.
- 5.5 Appropriate car and cycle parking will be provided within the site together with appropriately sized turning heads.
- 5.6 Given all of the above, it is considered that the proposed Pear Tree Community Farm on land south of Church Lane, Freshford will have no adverse highway or transport implications that might otherwise warrant refusal of the planning application.

APPENDIX A

Results of Automatic Traffic Counter Survey

Freshford ATC, Church Lane



Direction: Eastbound

Hour Beginning	Thu 04/12/2025	Fri 05/12/2025	Sat 06/12/2025	Sun 07/12/2025	Mon 08/12/2025	Tue 09/12/2025	Wed 10/12/2025	5-Day Ave.	7-Day Ave.
00:00	4	4	9	5	0	1	1	2	3
01:00	1	0	1	4	0	1	2	1	1
02:00	0	0	0	0	0	0	1	0	0
03:00	0	0	2	3	0	0	1	0	1
04:00	0	0	0	0	1	1	0	0	0
05:00	1	1	0	0	0	1	1	1	1
06:00	4	4	9	2	4	5	3	4	4
07:00	51	27	5	5	32	42	30	36	27
08:00	120	70	12	10	108	96	87	96	72
09:00	34	31	27	14	45	29	31	34	30
10:00	27	28	30	26	34	26	29	29	29
11:00	29	45	43	26	36	41	32	37	36
12:00	42	42	48	30	41	36	36	39	39
13:00	30	40	44	36	27	41	40	36	37
14:00	34	41	32	25	45	47	35	40	37
15:00	70	65	28	22	58	50	64	61	51
16:00	69	53	41	26	61	66	87	67	58
17:00	71	54	34	20	50	62	61	60	50
18:00	52	40	24	14	38	40	59	46	38
19:00	44	22	16	11	25	41	66	40	32
20:00	19	12	18	5	9	13	30	17	15
21:00	23	18	9	7	3	23	26	19	16
22:00	26	16	32	2	4	9	21	15	16
23:00	13	7	12	3	1	7	7	7	7
Total									
12H(7-19)	629	536	368	254	575	576	591	581	504
16H(6-22)	719	592	420	279	616	658	716	660	571
18H(6-24)	758	615	464	284	621	674	744	682	594
24H(0-24)	764	620	476	296	622	678	750	687	601
AM Peak	08:00 120	08:00 70	11:00 43	10:00 26	08:00 108	08:00 96	08:00 87	08:00 96	08:00 72
PM Peak	17:00 71	15:00 65	12:00 48	13:00 36	16:00 61	16:00 66	16:00 87	16:00 67	16:00 58

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Direction: Westflow

Hour Beginning	Thu 04/12/2025	Fri 05/12/2025	Sat 06/12/2025	Sun 07/12/2025	Mon 08/12/2025	Tue 09/12/2025	Wed 10/12/2025	5-Day Ave.	7-Day Ave.
00:00	0	1	5	5	0	1	0	0	2
01:00	0	0	0	5	0	0	1	0	1
02:00	0	1	0	0	0	0	0	0	0
03:00	0	0	1	2	0	0	1	0	1
04:00	0	1	0	1	0	0	0	0	0
05:00	4	1	1	0	3	2	0	2	2
06:00	13	9	10	1	12	15	7	11	10
07:00	88	77	12	4	77	73	87	80	60
08:00	88	88	30	16	71	91	102	88	69
09:00	62	37	40	31	48	45	46	48	44
10:00	45	38	34	31	40	38	32	39	37
11:00	35	33	32	34	36	33	32	34	34
12:00	34	39	49	42	30	38	47	38	40
13:00	49	38	22	27	33	31	41	38	34
14:00	31	42	34	19	20	36	38	33	31
15:00	69	66	31	34	51	54	49	58	51
16:00	56	56	26	29	54	45	53	53	46
17:00	49	22	32	14	31	40	35	35	32
18:00	32	38	27	15	18	25	35	30	27
19:00	24	18	13	4	11	24	28	21	17
20:00	21	7	12	8	7	11	8	11	11
21:00	15	11	13	3	1	20	16	13	11
22:00	13	12	11	3	3	5	7	8	8
23:00	2	4	7	0	2	4	4	3	3
Total									
12H(7-19)	638	574	369	296	509	549	597	573	505
16H(6-22)	711	619	417	312	540	619	656	629	553
18H(6-24)	726	635	435	315	545	628	667	640	564
24H(0-24)	730	639	442	328	548	631	669	643	570
AM Peak	07:00 88	08:00 88	09:00 40	11:00 34	07:00 77	08:00 91	08:00 102	08:00 88	08:00 69
PM Peak	15:00 69	15:00 66	12:00 49	12:00 42	16:00 54	15:00 54	16:00 53	15:00 58	15:00 51

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Direction: Total Flow

Hour Beginning	Thu 04/12/2025	Fri 05/12/2025	Sat 06/12/2025	Sun 07/12/2025	Mon 08/12/2025	Tue 09/12/2025	Wed 10/12/2025	5-Day Ave.	7-Day Ave.
00:00	4	5	14	10	0	2	1	2	5
01:00	1	0	1	9	0	1	3	1	2
02:00	0	1	0	0	0	0	1	0	0
03:00	0	0	3	5	0	0	2	0	1
04:00	0	1	0	1	1	1	0	1	1
05:00	5	2	1	0	3	3	1	3	2
06:00	17	13	19	3	16	20	10	15	14
07:00	139	104	17	9	109	115	117	117	87
08:00	208	158	42	26	179	187	189	184	141
09:00	96	68	67	45	93	74	77	82	74
10:00	72	66	64	57	74	64	61	67	65
11:00	64	78	75	60	72	74	64	70	70
12:00	76	81	97	72	71	74	83	77	79
13:00	79	78	66	63	60	72	81	74	71
14:00	65	83	66	44	65	83	73	74	68
15:00	139	131	59	56	109	104	113	119	102
16:00	125	109	67	55	115	111	140	120	103
17:00	120	76	66	34	81	102	96	95	82
18:00	84	78	51	29	56	65	94	75	65
19:00	68	40	29	15	36	65	94	61	50
20:00	40	19	30	13	16	24	38	27	26
21:00	38	29	22	10	4	43	42	31	27
22:00	39	28	43	5	7	14	28	23	23
23:00	15	11	19	3	3	11	11	10	10
Total									
12H(7-19)	1267	1110	737	550	1084	1125	1188	1155	1009
16H(6-22)	1430	1211	837	591	1156	1277	1372	1289	1125
18H(6-24)	1484	1250	899	599	1166	1302	1411	1323	1159
24H(0-24)	1494	1259	918	624	1170	1309	1419	1330	1170
AM Peak	08:00 208	08:00 158	11:00 75	11:00 60	08:00 179	08:00 187	08:00 189	08:00 184	08:00 141
PM Peak	15:00 139	15:00 131	12:00 97	12:00 72	16:00 115	16:00 111	16:00 140	16:00 120	16:00 103

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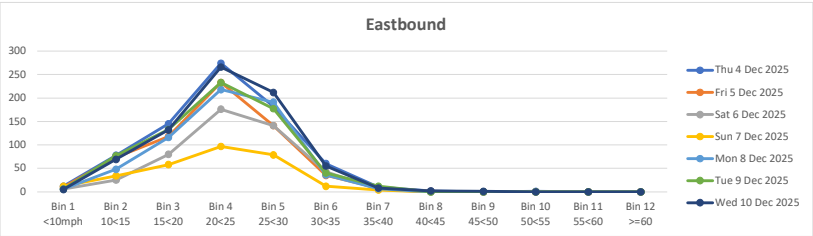


Freshford ATC, Church Lane

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 4 Dec 2025	764	28.9	22.6	6.1	12	78	145	274	182	60	10	2	0	1	0	0
Fri 5 Dec 2025	620	28.2	22.0	5.9	10	74	118	233	141	35	8	1	0	0	0	0
Sat 6 Dec 2025	476	29.2	23.5	5.5	6	25	80	176	141	43	5	0	0	0	0	0
Sun 7 Dec 2025	296	28.1	21.7	6.2	12	34	58	97	79	12	4	0	0	0	0	0
Mon 8 Dec 2025	622	28.6	22.9	5.5	6	48	116	218	191	36	7	0	0	0	0	0
Tue 9 Dec 2025	678	28.5	22.4	5.9	6	77	133	233	177	40	12	0	0	0	0	0
Wed 10 Dec 2025	750	29.0	23.0	5.8	5	69	132	266	212	55	8	2	1	0	0	0
5 Day Ave.	687	28.6	22.6	5.8	8	69	129	245	181	45	9	1	0	0	0	0
7 Day Ave.	601	28.6	22.6	5.8	8	58	112	214	160	40	8	1	0	0	0	0

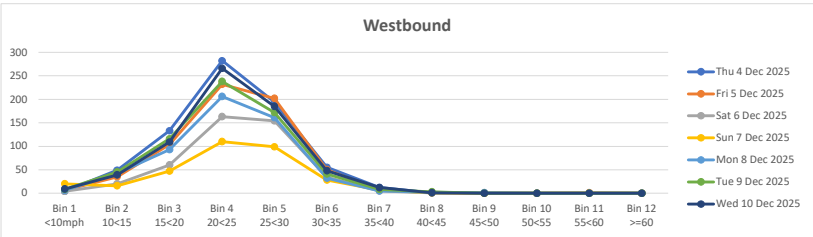
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Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 4 Dec 2025	730	28.9	23.2	5.5	4	49	133	282	194	55	12	1	0	0	0	0
Fri 5 Dec 2025	639	29.5	23.6	5.6	6	35	104	232	202	50	7	2	0	0	1	0
Sat 6 Dec 2025	442	29.6	24.0	5.4	4	20	60	163	154	34	5	1	1	0	0	0
Sun 7 Dec 2025	328	30.0	23.2	6.6	20	16	47	110	99	28	7	1	0	0	0	0
Mon 8 Dec 2025	548	28.9	23.0	5.6	6	42	93	206	161	32	5	2	1	0	0	0
Tue 9 Dec 2025	631	28.9	23.0	5.7	8	45	116	238	172	41	8	3	0	0	0	0
Wed 10 Dec 2025	669	29.1	23.3	5.6	9	39	109	266	185	48	12	1	0	0	0	0
5 Day Ave.	643	29.0	23.2	5.6	7	42	111	245	183	45	9	2	0	0	0	0
7 Day Ave.	570	29.2	23.3	5.7	8	35	95	214	167	41	8	2	0	0	0	0

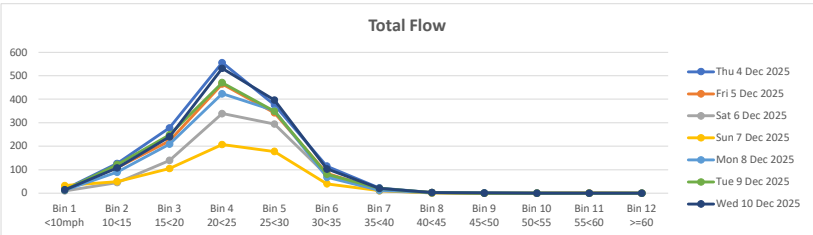
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Thu 4 Dec 2025	1494	28.9	22.9	5.8	16	127	278	556	376	115	22	3	0	1	0	0
Fri 5 Dec 2025	1259	28.9	22.9	5.8	16	109	222	465	343	85	15	3	0	0	1	0
Sat 6 Dec 2025	918	29.4	23.7	5.4	10	45	140	339	295	77	10	1	1	0	0	0
Sun 7 Dec 2025	624	29.1	22.5	6.4	32	50	105	207	178	40	11	1	0	0	0	0
Mon 8 Dec 2025	1170	28.8	23.0	5.6	12	90	209	424	352	68	12	2	1	0	0	0
Tue 9 Dec 2025	1309	28.7	22.7	5.8	14	122	249	471	349	81	20	3	0	0	0	0
Wed 10 Dec 2025	1419	29.0	23.1	5.7	14	108	241	532	397	103	20	3	1	0	0	0
5 Day Ave.	1330	28.9	22.9	5.7	14	111	240	490	363	90	18	3	0	0	0	0
7 Day Ave.	1170	29.0	23.0	5.8	16	93	206	428	327	81	16	2	0	0	0	0

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Freshford ATC, Church Lane

Direction: Eastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	764	702	60	0	2
Fri 5 Dec 2025	620	574	46	0	0
Sat 6 Dec 2025	476	438	38	0	0
Sun 7 Dec 2025	296	276	20	0	0
Mon 8 Dec 2025	622	567	55	0	0
Tue 9 Dec 2025	678	600	76	0	2
Wed 10 Dec 2025	750	692	57	0	1
5 Day Ave.	687	627	59	0	1
7 Day Ave.	601	550	50	0	1

Direction: Westbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	730	636	92	0	2
Fri 5 Dec 2025	639	557	82	0	0
Sat 6 Dec 2025	442	400	42	0	0
Sun 7 Dec 2025	328	308	20	0	0
Mon 8 Dec 2025	548	480	67	0	1
Tue 9 Dec 2025	631	533	97	0	1
Wed 10 Dec 2025	669	589	77	0	3
5 Day Ave.	643	559	83	0	1
7 Day Ave.	570	500	68	0	1

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	1494	1338	152	0	4
Fri 5 Dec 2025	1259	1131	128	0	0
Sat 6 Dec 2025	918	838	80	0	0
Sun 7 Dec 2025	624	584	40	0	0
Mon 8 Dec 2025	1170	1047	122	0	1
Tue 9 Dec 2025	1309	1133	173	0	3
Wed 10 Dec 2025	1419	1281	134	0	4
5 Day Ave.	1330	1186	142	0	2
7 Day Ave.	1170	1050	118	0	2

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	100.0%	91.9%	7.9%	0.0%	0.3%
Fri 5 Dec 2025	100.0%	92.6%	7.4%	0.0%	0.0%
Sat 6 Dec 2025	100.0%	92.0%	8.0%	0.0%	0.0%
Sun 7 Dec 2025	100.0%	93.2%	6.8%	0.0%	0.0%
Mon 8 Dec 2025	100.0%	91.2%	8.8%	0.0%	0.0%
Tue 9 Dec 2025	100.0%	88.5%	11.2%	0.0%	0.3%
Wed 10 Dec 2025	100.0%	92.3%	7.6%	0.0%	0.1%
5 Day Ave.	100.0%	91.3%	8.6%	0.0%	0.1%
7 Day Ave.	100.0%	91.5%	8.4%	0.0%	0.1%

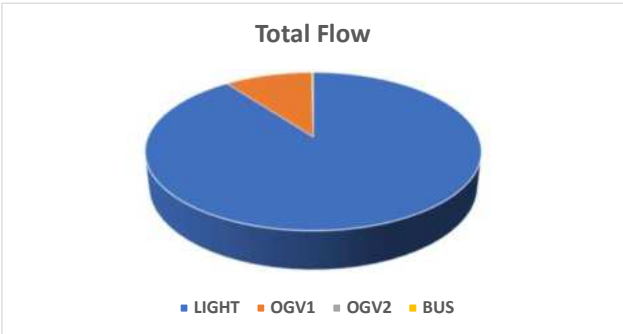
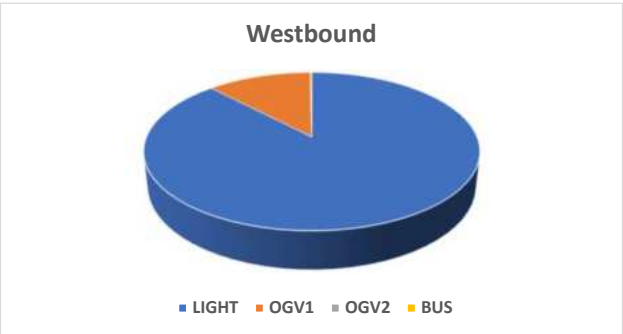
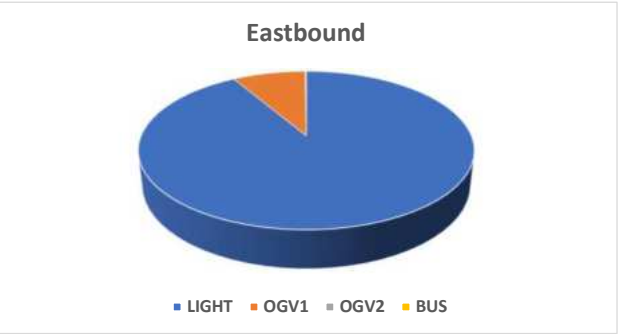
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	100.0%	87.1%	12.6%	0.0%	0.3%
Fri 5 Dec 2025	100.0%	87.2%	12.8%	0.0%	0.0%
Sat 6 Dec 2025	100.0%	90.5%	9.5%	0.0%	0.0%
Sun 7 Dec 2025	100.0%	93.9%	6.1%	0.0%	0.0%
Mon 8 Dec 2025	100.0%	87.6%	12.2%	0.0%	0.2%
Tue 9 Dec 2025	100.0%	84.5%	15.4%	0.0%	0.2%
Wed 10 Dec 2025	100.0%	88.0%	11.5%	0.0%	0.4%
5 Day Ave.	100.0%	86.9%	12.9%	0.0%	0.2%
7 Day Ave.	100.0%	87.9%	12.0%	0.0%	0.2%

Paul Castle Associates

	Total Volume	LIGHT	OGV1	OGV2	BUS
Thu 4 Dec 2025	100.0%	89.6%	10.2%	0.0%	0.3%
Fri 5 Dec 2025	100.0%	89.8%	10.2%	0.0%	0.0%
Sat 6 Dec 2025	100.0%	91.3%	8.7%	0.0%	0.0%
Sun 7 Dec 2025	100.0%	93.6%	6.4%	0.0%	0.0%
Mon 8 Dec 2025	100.0%	89.5%	10.4%	0.0%	0.1%
Tue 9 Dec 2025	100.0%	86.6%	13.2%	0.0%	0.2%
Wed 10 Dec 2025	100.0%	90.3%	9.4%	0.0%	0.3%
5 Day Ave.	100.0%	89.2%	10.7%	0.0%	0.2%
7 Day Ave.	100.0%	89.7%	10.1%	0.0%	0.1%

Paul Castle Associates



APPENDIX B

Visibility Splay Calculations

CHURCH LANE, FRESHFORD
Eastbound traffic

Stopping Sight Distance Calculator

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

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)

28.6 mph 12.785 m/s

v = 12.785 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = 6.21% +ve for upgrades and -ve for downgrades

SSD = 41 m

SSD adjusted for bonnet
length (MfS only) = 44 m (SSD + 2.4m)

Conversions

mph 28.6 to kph 46.0

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.

CHURCH LANE, FRESHFORD
Westbound traffic

Stopping Sight Distance Calculator

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

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)

29.2 mph 13.054 m/s

v = 13.054 m/s

t = 1.5 taken from MfS2 table 10.1

d = 3.679 Vehicle type HGV's

a = -6.21% +ve for upgrades and -ve for downgrades

SSD = 43 m

SSD adjusted for bonnet
length (MfS only) = 45 m (SSD + 2.4m)

Conversions

mph 29.2 to kph 47.0

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.

APPENDIX C

Proposed Site Layout Plan



Key

Existing trees

RPA

Proposed trees

Existing hedgerow retained

Hedgerow to be removed

Proposed mixed native hedgerow

Existing grass

5m ecological corridor

Proposed north facing shrub mix

Proposed growing beds

SURFACES

Access Ramp - concrete

Road & paths - gravel

FURNITURE, STRUCTURES & BOUNDRIES

Proposed buildings & structures

Gabion wall

Deer proof fencing

Access gate

Proposed contours

Spot heights

E = existing

P = proposed

- F1
- New access from Church lane. Refer to Highway Engineers drawing ref: 25127-SK02 Proposed Site Access
- F2
- Parking and circulation: 4no. cycle stands 8no. Car parking spaces
- F3
- Bin store. 4x4m Timber enclosure
- F4
- Tool store. Refer David Edmonds Design drawing 8x6.5m
- F5
- Packing Shed with Welfare. Refer David Edmonds Design drawing 21x9m
- F6
- Composting area
- F7
- 3no. Polytunnels 18x6m
- F8
- Water butts for rainwater harvesting

Rev	Date	Description	Drn	Chk
P1	15/05/26	For planning	RH	IG
P2	24/06/26	For planning	RH	IG

GREENHALGH

Landscape Architecture

Project

Pear Tree Community Farm

Church Lane

Freshford, Bath

Drawing Name

Landscape Plan

Client

Pear Tree Community Farm

Scale

1:250@A1

Job No.

370

Status

S0

Drawing No.

370_GLA_00_00_DR_L_1001

Rev

P2

www.greenhalgha.com

7 Sydney Wharf, Bath, BA2 4EF

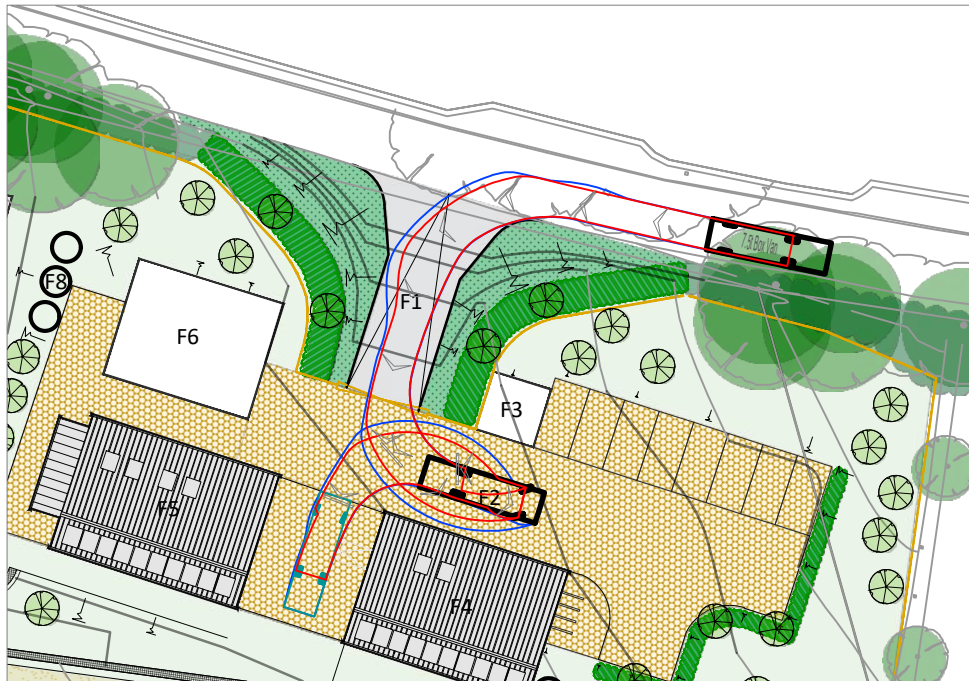
+44 (0)1225 868432

APPENDIX D

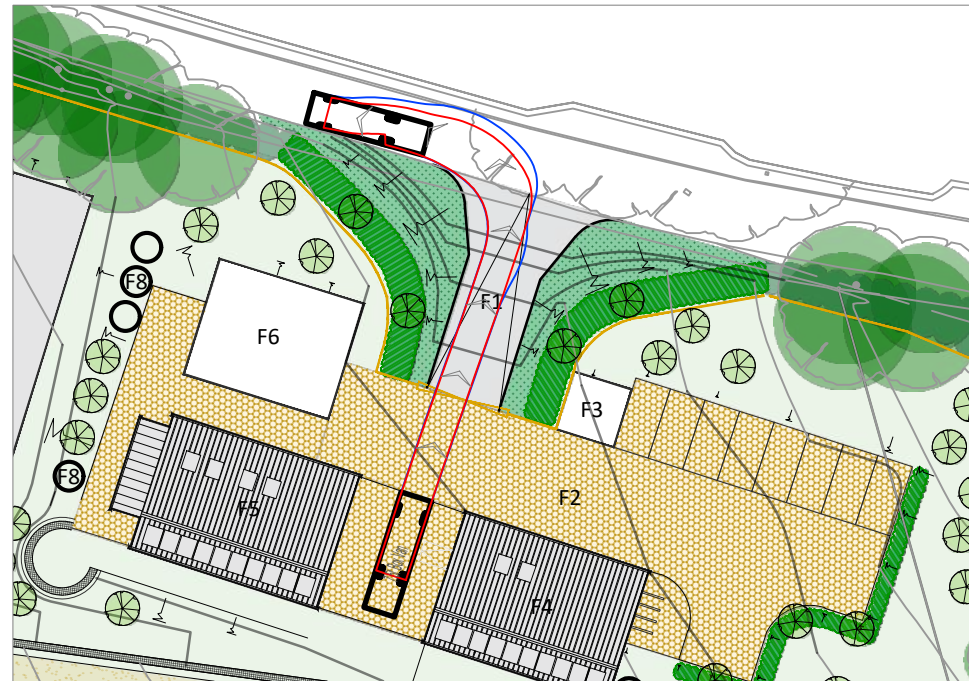
Proposed Site Access Arrangements

APPENDIX E

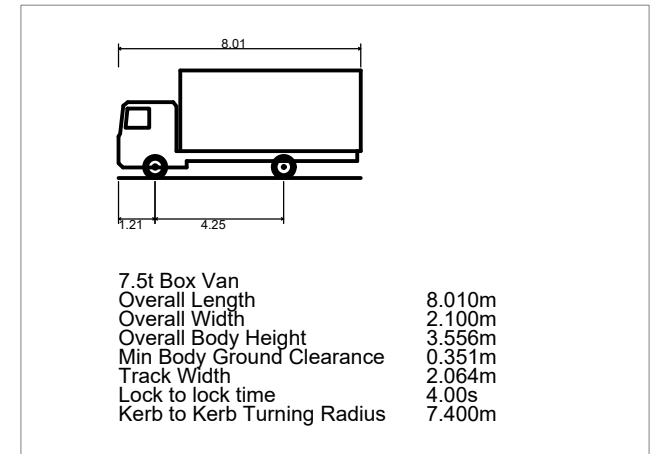
Swept Path Assessment



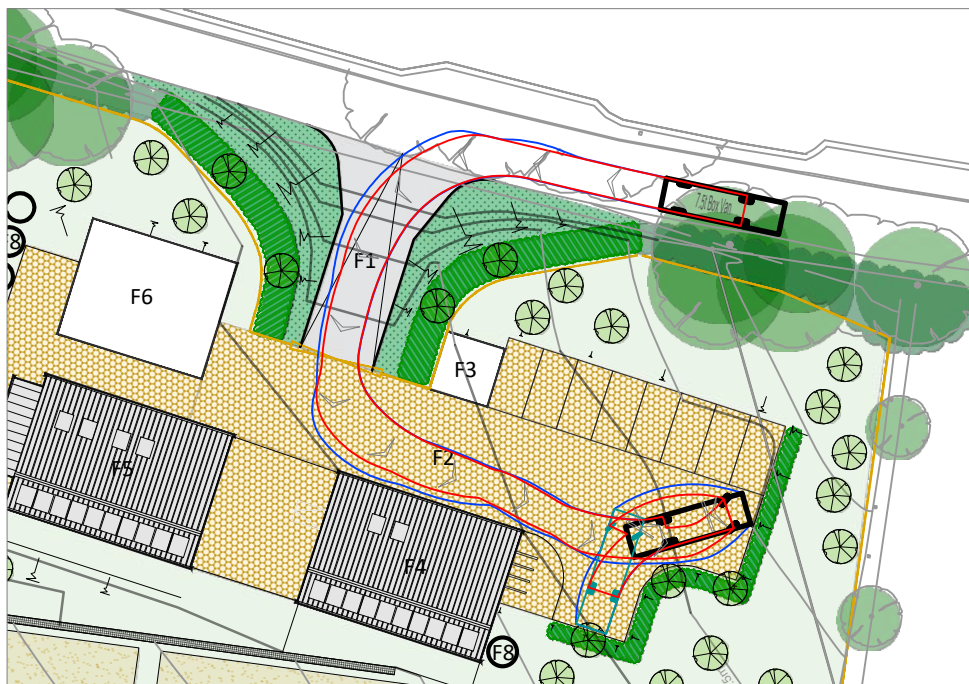
7.5t BOX VAN ENTERING
TURNING HEAD 1 MANOEUVRE



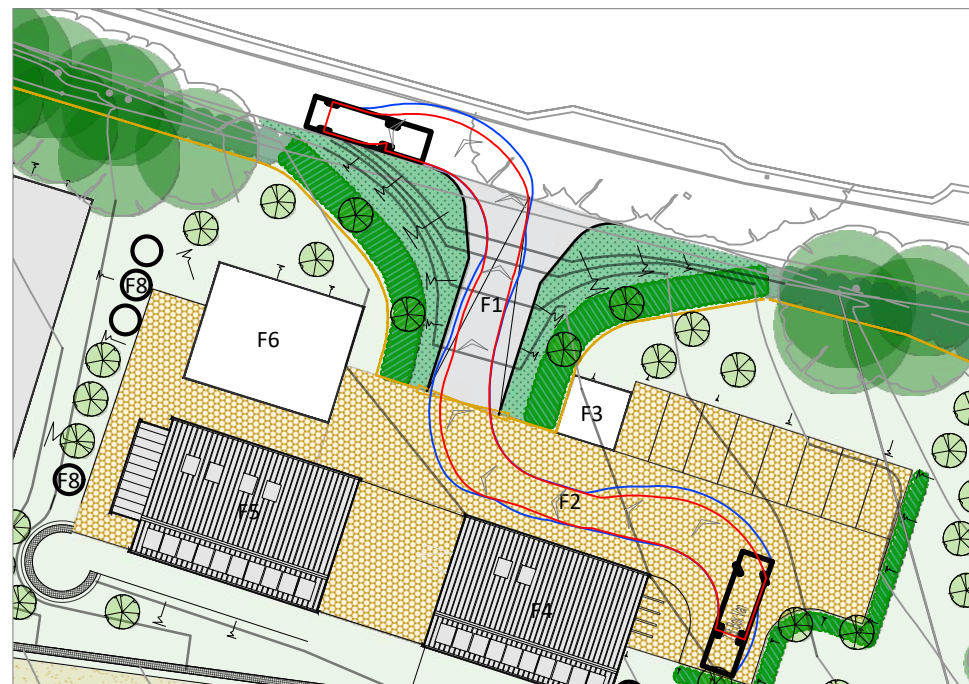
7.5t BOX VAN EXITING TURNING
HEAD 1 MANOEUVRE



7.5t BOX VAN VEHICLE PROFILE
(SCALE 1:250)



7.5t BOX VAN ENTERING
TURNING HEAD 2 MANOEUVRE



7.5t BOX VAN EXITING TURNING
HEAD 2 MANOEUVRE

REV	DETAILS	DRAWN	CHECKED	DATE	NOTES:	PROJECT:	CLIENT:
					1. This drawing is for illustrative purposes only and not for construction. 2. This drawing is to be read and printed in colour.	CHURCH LANE, FRESHFORD	PEAR TREE COMMUNITY FARM LTD
						DRAWING TITLE:	
						7.5t BOX VAN SWEPT PATH ANALYSIS	
						DRAWN:	
						SLW	
						CHECKED:	
						CDM	
						DATE:	
						26.06.2026	
						SCALES:	
						1:500	
						SHEET SIZE:	
						A3	
						DRAWING NUMBER:	
						25127-SPA01	
						REVISION:	
						-	