

PROPOSED CLASS Q DEVELOPMENT AT MAUNDITTS PARK FARM, LITTLE SOMERFORD

ACCESS TECHNICAL NOTE

1 Introduction

- 1.1 Miles White Transport Ltd (MWT) has been appointed to provide transport planning advice in relation to a proposed Class Q redevelopment of an existing farm building to create a single, 4 bedroom residential property. The site is located at Maunditts Park Farm, near Little Somerford, Wiltshire, as shown in **Figure 1** below:

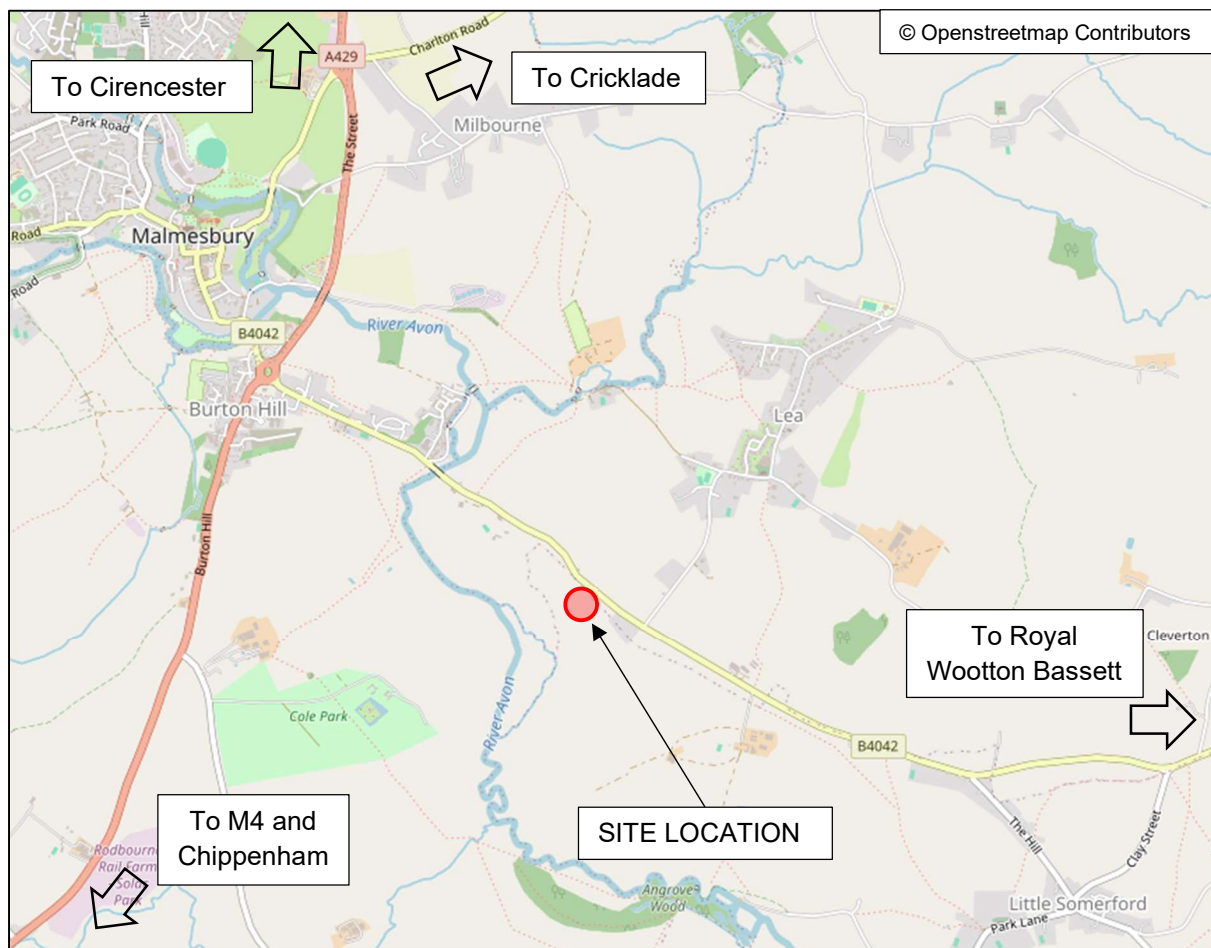


FIGURE 1: Site Location

- 1.2 The Architect's proposed layout plans for the converted farm building are attached as **Appendix A** and are discussed further later in this Note.

2 Existing Highway Conditions

- 2.1 The existing barn and farmyard area takes access from the B4042 which is a rural road of approximately 6.0m width with, on the site side of the carriageway, a 1.5m grass verge and a mature but well-maintained hedgerow behind. The speed limit is 40mph and there is no street lighting or footway provision.
- 2.2 To the northwest of the site access, the B4042 has a sinuous horizontal alignment with forward visibility being slightly restricted in some places. The vertical alignment for the most part falls gently towards a bridge over the River Avon before rising again as it continues towards Malmesbury.
- 2.3 The B4042 forms a large 4-arm roundabout on the outskirts of Malmesbury (approximately 1.6km from the site access) where the A429 leads north towards Cirencester and south towards M4 junction 17 and Chippenham. The B4042 also continues west from the roundabout becoming High Street and passing through Malmesbury town centre (approximately 2.3km from the site access).
- 2.4 To the southeast of the site access, the B4042 is broadly straight for more than a kilometre. After an initial slight uphill grade towards the junction with The Street (leading to Lea) it becomes level beyond.
- 2.5 The road leads towards Little Somerford (approximately 2.5km) before continuing to Brinkworth (approximately 6.5km) and Royal Wootton Bassett (approximately 13.5km). Continuation east from Royal Wootton Bassett via the A3120 allows access to M4 junction 16 and Swindon.
- 2.6 A review of the 'crashmap' website identifies no recorded personal injury collisions at the site access over the latest 5 year period for which data is available. The closest recorded collisions to the access are approximately 450m to the northwest (1 'serious' collision in 2023) and at the turning to Lea approximately 270m to the southeast (2 'slight' collisions in 2022). This suggests that the local road network in the immediate vicinity of the site currently operates relatively safely.
- 2.7 The visibility available on egress from the existing site access is shown in the **Figure 2** photographs overleaf.
- 2.8 To the left (northwest) when pulling out of the access, visibility is good assisted by the access being close to the outside of a bend in the horizontal alignment of the B4042. To the right (southeast) when pulling out of the access, visibility is again good assisted by the straight alignment of the B4042 and the presence of a 1.5m highway verge in front of the boundary hedge.
- 2.9 A topographical survey identifies available visibility splays to be approximately 2.4m by 80m to the left on egress and approximately 2.4m by 40m to the right. These distances are both measured to the nearside edge of the B4042 carriageway. The available visibility increases to approximately 100m in both directions when measured from a 2m offset.



FIGURE 2: Available Visibility from Existing Farm Access

2.10 Visibility requirements vary with traffic speeds therefore an Automatic Traffic Counter (ATC) survey was undertaken on the B4042 just to the southeast of the site access between Wednesday January 15th and Tuesday January 21st, 2025. The results are attached in full as **Appendix B** and are summarised in **Table 1** below.

	To Northwest	To Southeast	Two-way
AM Peak 08:00 to 09:00 (weekday average)	357	248	605
PM Peak 16:00 to 17:00 (weekday average)	258	339	597
Daily (weekday average)	3,393	3,255	6,648
Average Speed	39.0 mph	38.9 mph	39.0 mph
85 th percentile speed	43.8 mph	44.4 mph	44.1 mph

TABLE 1: Results of ATC Survey on B4042

2.11 Traffic flows are moderate at an average of approximately 6,650 two-way vehicles per weekday with an average of approximately 600 two-way vehicles in the highway peak hours. Directional flows are balanced across a full day however there is a clear bias towards the northwest in the AM peak and towards the southeast in the PM peak. This is likely associated with commuter trips to / from the A429 south, the M4 and employment opportunities in Chippenham, Bath and Bristol.

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- 2.12 Traffic speeds are broadly as would be expected noting the 40 mph speed limit that applies. Average speeds are approximately 39 mph while the 85th percentile speeds (used for design purposes) are approximately 44 mph.
- 2.13 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 117m for northwest bound traffic and 120m for southeast bound traffic. These values take account of the uphill gradient of the B4042 carriageway when travelling southeast past the site. For completeness, the calculations are attached as **Appendix C**.
- 2.14 The standard of the existing farmyard access junction in the context of the proposed development is considered further in the following Section.

3 Development Proposals

- 3.1 As shown on the Architect's plans attached as Appendix A, it is proposed that the existing agricultural barn be converted into a 4 bedroom residential property.

Parking

- 3.2 The required car parking provision is identified within the Wiltshire Council 'Car Parking Strategy' document dated March 2015. This requires that residential properties with 4 bedrooms should provide a minimum of 3 car parking spaces.
- 3.3 The Architect's ground floor layout plan identifies the proposed provision of 4 car parking spaces which exceeds the minimum required and therefore complies with the Council's standards. The 4th space ensures that visitor parking needs can be accommodated wholly within the site. It should also be noted that the concrete farmyard area associated with the existing barn can also accommodate further visitor parking should the need arise.
- 3.4 Car parking is provided adjacent to the proposed dwelling which facilitates provision of an appropriate electric vehicle charging point. This will be installed in full accordance with Part S of the Building Regulations.
- 3.5 Covered and secure cycle parking will also be provided for the proposed dwelling with this parking store including facilities to enable the charging of battery powered bicycles. The Council's 'Cycling Strategy' document dated March 2014 requires 3 cycle parking spaces for a dwelling with 4 bedrooms. The cycle parking store will be provided at an appropriate size for this number of bicycles and will be readily accessible, i.e. it will not require the bicycle to be carried through the habitable accommodation.
- 3.6 In summary, the proposals will provide car and cycle parking fully in accordance with the Council's standards. Further details can be secured through the condition discharge process if considered necessary.

Access

- 3.7 Vehicle access to the proposed dwelling will remain as existing, i.e., direct from the B4042. The access is shown in **Figure 3** below and on the plan attached as **Appendix D**.



FIGURE 3: Existing Access to Farmyard and Proposed Development

- 3.8 The access has a conventional bellmouth with an overall width of approximately 11m along the edge of the carriageway reducing to approximately 4.2m at the existing access gate. The offset distance from the edge of the carriageway to the gate is 6.6m with the gate opening inwards to the farmyard area.
- 3.9 It is considered that the geometry of the existing access remains appropriate for the proposed residential conversion particularly given the associated reduction in use by large agricultural vehicles. The access is currently of a rough compacted stone / planings construction and will be upgraded to a conventional tarmac verge crossover arrangement. A Section 184 Licence will likely be required to implement the works once planning consent is in place.
- 3.10 It has previously been identified that the recorded traffic speeds equate to stopping sight distance / visibility splay requirement of 2.4m by 120m to the left on egress and 2.4m by 117m to the right. As shown on the site access plan (Appendix D), these visibility distances can be and will be provided through a relatively minor cutting back of the boundary hedges. It should be noted that these hedges are already routinely cut and that the extents of growth shown on the topographical survey represent the worst case.

- 3.11 The existing access has for many years been regularly used by slow moving agricultural vehicles including long tractor and trailer type combinations. Such movements have taken place without any adverse safety implications. There is no reason to believe that the replacement of some agricultural vehicle movements with residential related car movements will have any detrimental impact on road safety. Indeed, removal of slow-moving tractor and trailer type movements is likely to be beneficial to road safety.
- 3.12 Given the above, and subject to resurfacing and minor cutting back of the boundary hedges, it is considered that the existing farmyard access is of an appropriate standard to accommodate the vehicle movements associated with the proposed Class Q application.
- 3.13 Refuse and recycling collections will be undertaken from the roadside with future residents leaving their bins within the bellmouth of the access on the appropriate days. The carry distance will be less than 30m and therefore compliant with Building Regulations.
- 3.14 Access for Fire appliances will be taken directly from the B4042 via the existing gateway. This will enable the appliance to get within 45m of the proposed dwelling as required by Building Regulations. Similarly, the 4.2m width of the gateway and the large concrete farmyard area will allow the vehicles turning, parking and reversing requirements to be fully accommodated within the site.

4 Traffic Impact

- 4.1 The existing barn is currently used for winter housing of cattle and at other times of the year for the storage of various agricultural equipment and materials. Movement of large agricultural vehicles to and from the existing barn requires regular use of the access junction on to the B4042 and the wider highway network. It is not possible to accurately quantify the number of such agricultural movements per day, per week or similar, but they clearly represent a material fallback position in traffic terms.
- 4.2 The TRICS trip rate database has been interrogated to identify the likely trip rates associated with the proposed dwelling with the associated datasheets being attached as **Appendix E** and summarised in **Table 2** below.

Residential	AM Peak Hour (08:00 to 09:00)		PM Peak Hour (17:00 to 18:00)		Daily (12Hr)
	Arrive	Depart	Arrive	Depart	Two-Way
Trip Rate per Dwelling	0.216	0.503	0.431	0.209	5.601
1 Dwelling (rounded up)	1	1	1	1	6

TABLE 2: Residential Vehicle Trip Rates and Generation

- 4.3 The search parameters were adjusted where appropriate to ensure the results represent the rural location of the site as accurately as possible while still retaining sufficient survey sites to enable a robust average to be taken.

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- 4.4 Table 2 identifies that the proposal is unlikely to generate more than 2 two-way vehicle movements in both highway peak hours or more than 6 two-way vehicle movements across a 12-hour day. This level of traffic flow represents an average of approximately one vehicle travelling in one direction or the other every 30 minutes during the highway peak hours and will clearly therefore have a negligible impact on the operation and safety of the local road network.
- 4.5 Removal of the large slow moving agricultural vehicles associated with the current agricultural use of the barn is also an obvious benefit of the proposals with this considered to appropriately offset the traffic movements associated with the proposed residential use. The access may still be used for occasional agricultural vehicle movements associated with the wider land holding however the total number of such vehicles will be much reduced from current levels.
- 4.6 Even if the residential trips are considered 'new' to the local highway network, i.e. no discount for the existing agricultural trips, the increase in daily flows on the B4042 would be only 0.09%. Again, this is a very small increase and one that would have no material impact on the capacity or safety of the site access junction or the wider highway network.
- 4.7 Paragraph 116 of the December 2024 National Planning Policy Framework 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, taking into account all reasonable future scenarios."* The level of change in traffic movements will not have a significant impact on either highway safety or capacity and as such there can be no highway grounds for refusal.

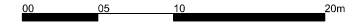
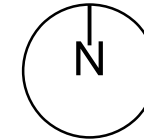
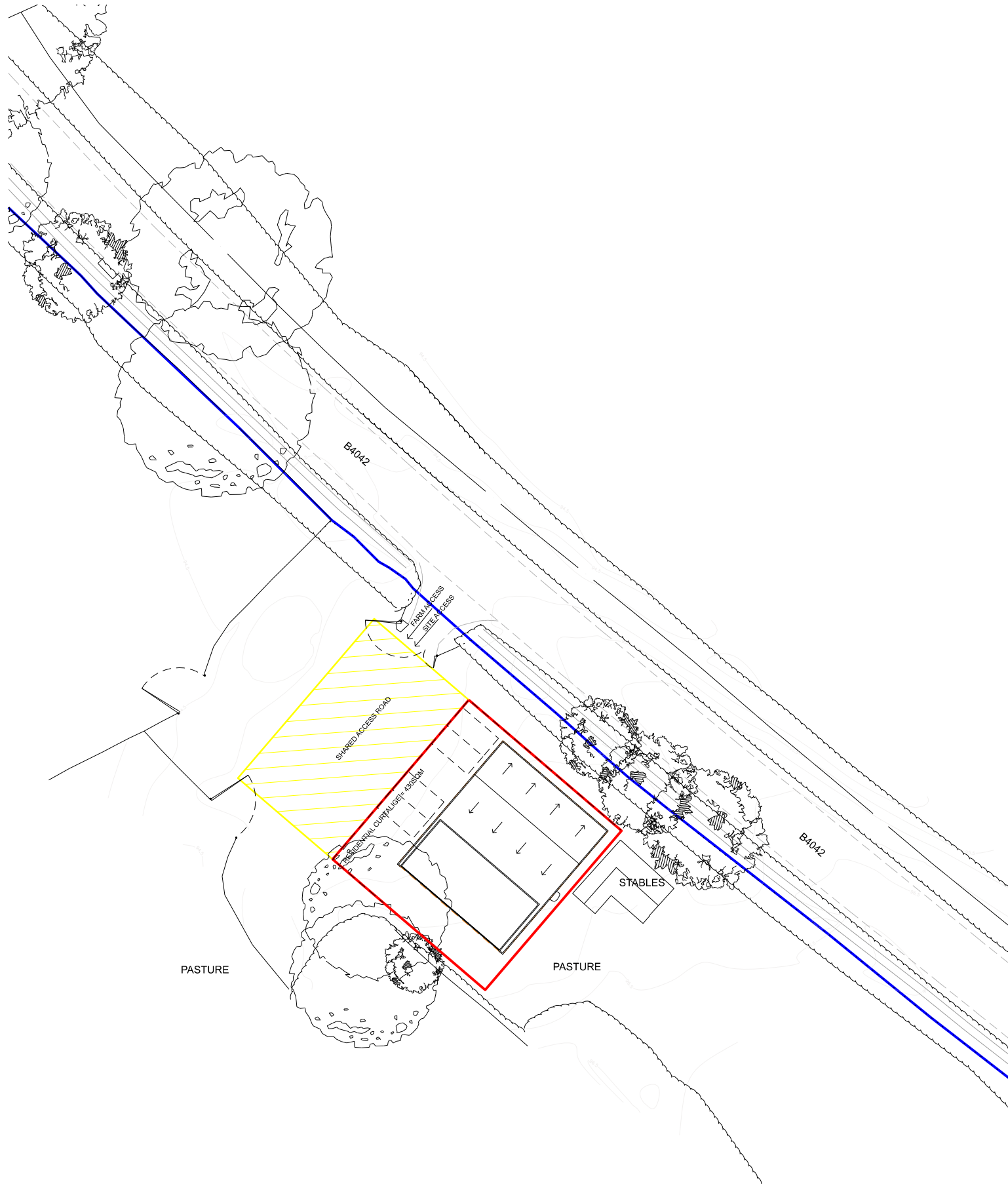
5 Summary

- 5.1 It is proposed that an existing agricultural barn at Maunditts Park Farm, Little Somerford, be converted to a residential use through a Class Q application.
- 5.2 Traffic flows on the B4042 are moderate at approximately 6,650 two-way vehicles per weekday. 85th percentile traffic speeds are approximately 44 mph and therefore slightly above the 40 mph speed limit that applies (Note: average speeds are approximately 39 mph).
- 5.3 The new dwelling will be provided with car parking spaces that comply fully with the Wiltshire Council standards. An electric vehicle charging point and cycle parking will also be provided in accordance with the Council's standards.
- 5.4 Vehicles associated with the proposed residential use will enter and depart the site via the existing agricultural access which forms a simple priority junction with the B4042. Slight cutting back of the existing hedgerows on either side of the access will ensure provision of levels of visibility that comply fully with the recorded speed of passing traffic. The surfacing of the access will also be improved.

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- 5.5 The proposal will create approximately 2 two-way vehicle movements in the highway peak hours and approximately 6 two-way vehicle movements per 12 hour weekday. This is negligible in terms of the capacity and safety of the B4042 particularly given the fallback position associated with the existing use of the site by agricultural vehicles. Removal of the large, long and slow-moving agricultural vehicles currently associated with the barn will bring safety benefits to the local highway network.
- 5.6 It is considered that the proposal complies with the National Planning Policy Framework in that it will not have an unacceptable impact on highway safety and that the residual cumulative impacts on the road network will not be severe.
- 5.7 Given all the above, it is considered that there are no highway or transport related issues to hold against the proposals.

APPENDIX A

Architect's Layout Plans



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KEY

- Site Boundary
- Ownership Boundary
- Class Q Barn
- Shared Access Road

Area Calculations

Total Residential Site Area = 430sqm
Footprint of Application Building = 230sqm (GEA)
Proposed Floor Area = 320sqm (GIA)
External Gardens = 200sqm

A 18.02.25 CONSULTANT ISSUE

REV DATE DETAILS

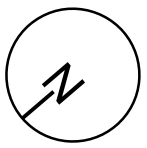
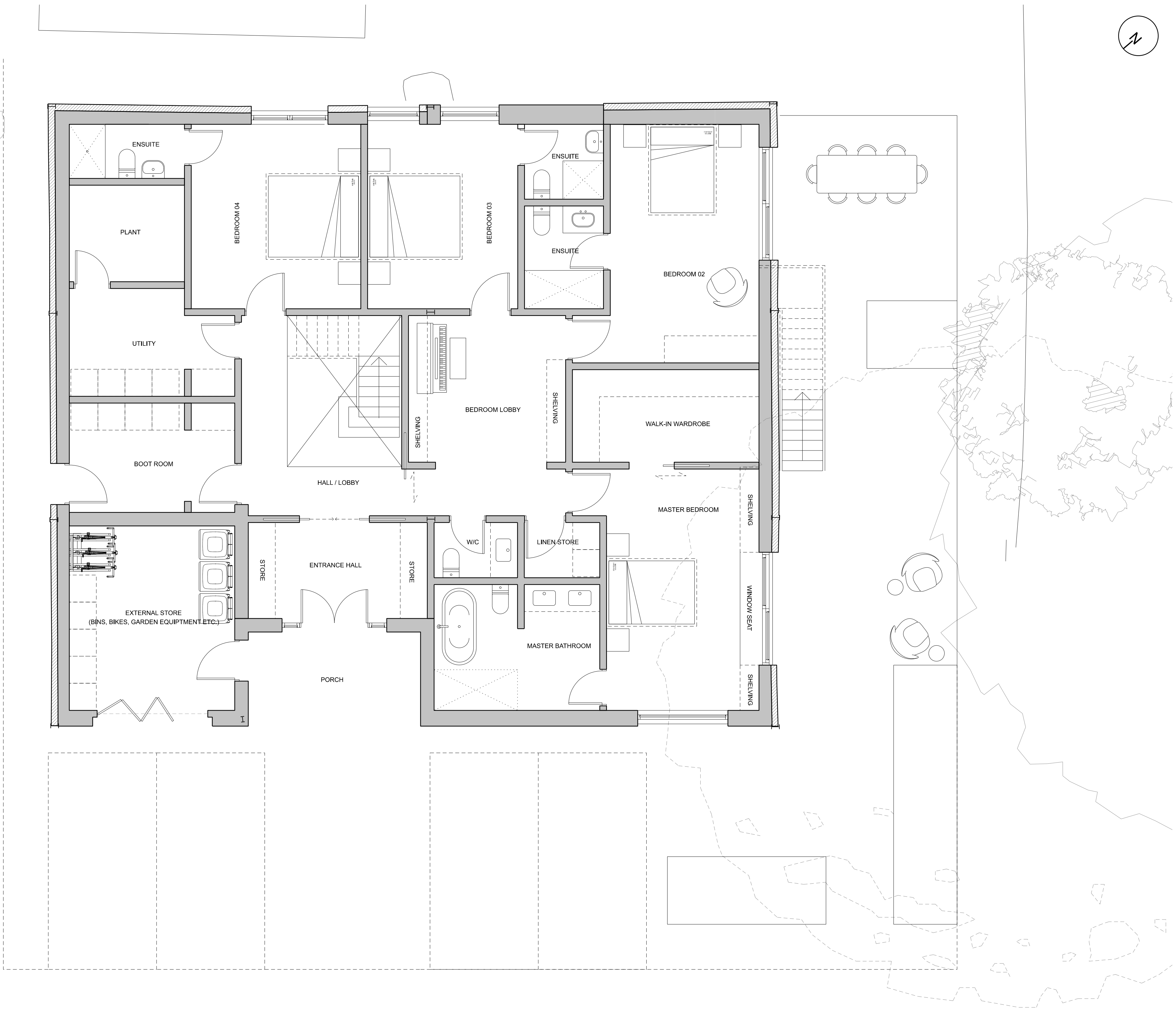
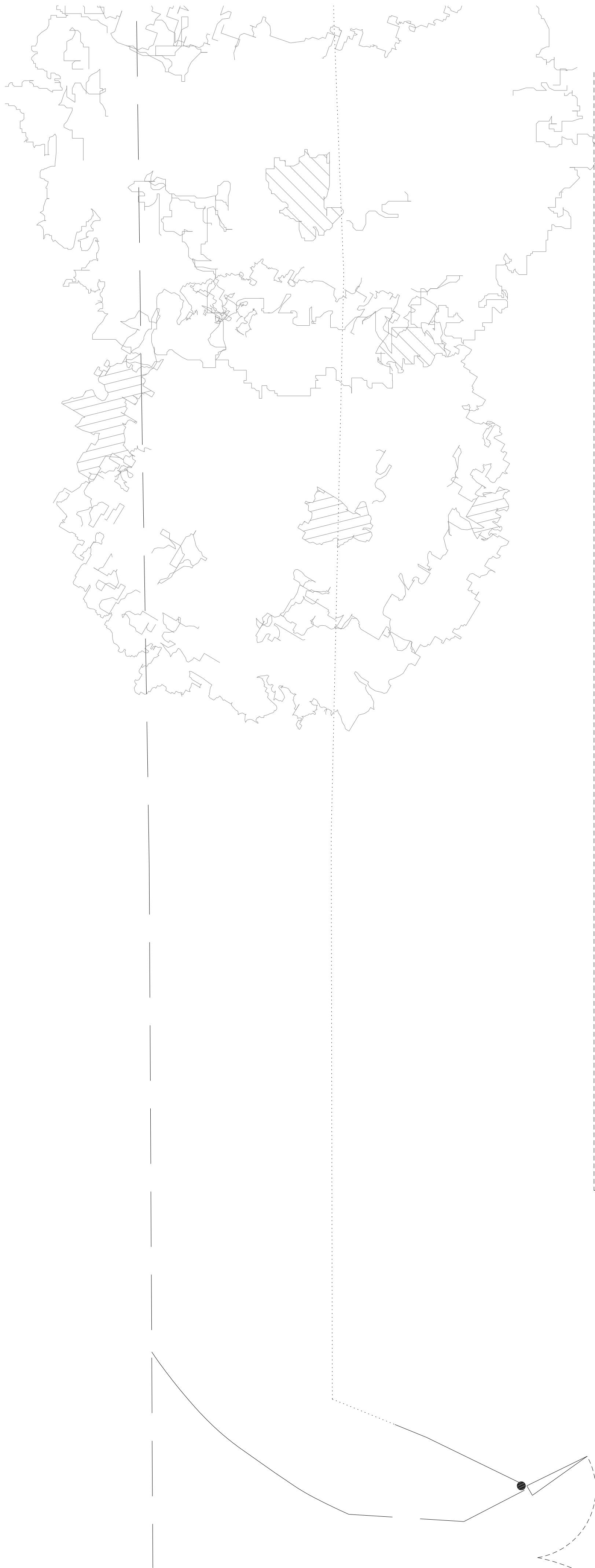
MITCHELL ELEY GOULD

PR & KM Marsh Trust Settlement
Maunditts Park Farm
Maunditts Park Farm, Little Somerford, Chippenham
Proposed Block Plan

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THE ICE HOUSE G/F NORTH OFFICE 124-126 WALCOT STREET BATH BA15BG



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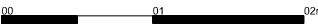
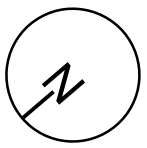
REV DATE DETAILS

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PR & KM Marsh Trust Settlement
Maunditts Park Farm
Maunditts Park Farm, Little Somerford, Chippenham
Proposed Ground Floor Plan

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REV DATE DETAILS

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PR & KM Marsh Trust Settlement
Mauditts Park Farm
Mauditts Park Farm, Little Somerford, Chippenham
Proposed First Floor Plan

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APPENDIX B

Automatic Traffic Counter Results

Malmesbury ATC, B4042



Direction: Northwestbound

Hour Beginning	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	Tue 21/01/2025	5-Day Ave.	7-Day Ave.
00:00	2	4	6	13	21	4	117	27	24
01:00	7	6	3	3	4	3	82	20	15
02:00	1	1	1	1	1	0	78	16	12
03:00	2	5	4	4	6	5	87	21	16
04:00	3	3	6	2	6	6	100	24	18
05:00	21	17	18	12	7	33	100	174	20
06:00	97	102	100	26	10	96	97	98	75
07:00	321	311	286	56	43	309	322	310	235
08:00	363	357	334	135	54	379	353	357	282
09:00	226	235	231	191	128	211	235	228	208
10:00	198	191	212	192	148	202	216	204	194
11:00	170	176	175	230	134	161	219	180	181
12:00	183	162	208	215	184	179	178	182	187
13:00	194	194	175	234	158	176	173	182	186
14:00	198	187	250	194	156	189	180	201	193
15:00	254	258	270	164	157	248	245	255	228
16:00	269	266	243	143	114	258	252	258	221
17:00	238	238	239	157	108	250	243	242	210
18:00	173	174	163	121	110	171	191	174	158
19:00	101	108	101	69	53	86	110	101	90
20:00	65	54	63	50	48	86	68	67	62
21:00	62	40	57	31	20	230	71	92	73
22:00	39	37	34	44	17	284	61	91	74
23:00	9	13	14	25	14	137	24	39	34
Total	2787	2749	2786	2032	1494	2733	2807	2772	2484
12H(7-19)	3112	3053	3107	2208	1625	3231	3153	3131	2784
16H(6-22)	3160	3103	3155	2277	1656	3652	3238	3262	2892
24H(0-24)	3196	3139	3193	2312	1701	3703	3732	3393	2997
AM Peak	08:00 363	08:00 357	08:00 334	11:00 230	10:00 148	08:00 379	08:00 353	08:00 357	08:00 282
PM Peak	16:00 269	16:00 266	15:00 270	13:00 234	12:00 184	16:00 284	16:00 252	16:00 258	16:00 228

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Direction: Southeastbound

Hour Beginning	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	Tue 21/01/2025	5-Day Ave.	7-Day Ave.
00:00	6	4	4	14	17	0	18	6	9
01:00	1	3	2	6	1	1	24	6	5
02:00	2	0	0	3	1	3	17	4	4
03:00	2	3	0	3	6	1	11	3	4
04:00	8	8	6	7	12	20	11	10	
05:00	22	22	23	15	7	15	15	19	17
06:00	66	65	43	17	5	61	56	58	45
07:00	233	206	197	47	27	210	228	215	164
08:00	255	213	233	96	48	253	284	248	197
09:00	184	200	186	137	75	202	196	194	169
10:00	187	240	184	192	157	156	182	190	185
11:00	174	319	194	198	129	202	188	215	201
12:00	207	193	204	237	212	212	190	201	208
13:00	186	194	253	196	196	195	205	207	204
14:00	227	212	232	203	142	189	235	219	206
15:00	247	268	345	183	148	255	269	277	245
16:00	342	317	344	182	158	354	339	339	291
17:00	310	312	260	164	115	305	299	297	252
18:00	171	176	161	97	62	191	185	177	149
19:00	115	135	117	82	47	101	86	111	98
20:00	50	80	69	39	45	56	85	68	61
21:00	70	48	43	43	32	92	205	85	72
22:00	39	42	26	43	14	45	198	70	58
23:00	11	13	23	26	6	16	109	34	29
Total	2723	2850	2793	1932	1469	2724	2800	2778	2470
12H(7-19)	3024	3178	3065	2113	1598	3003	3232	3100	2745
16H(6-22)	3074	3233	3114	2182	1618	3064	3539	3205	2832
24H(0-24)	3115	3273	3149	2230	1657	3096	3644	3255	2881
AM Peak	08:00 255	11:00 319	08:00 233	11:00 198	10:00 157	08:00 253	08:00 284	08:00 248	11:00 201
PM Peak	16:00 342	16:00 317	15:00 345	12:00 237	12:00 212	16:00 354	16:00 339	16:00 339	16:00 291

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Direction: Total Flow

Hour Beginning	Wed 15/01/2025	Thu 16/01/2025	Fri 17/01/2025	Sat 18/01/2025	Sun 19/01/2025	Mon 20/01/2025	Tue 21/01/2025	5-Day Ave.	7-Day Ave.
00:00	8	8	10	27	38	4	135	33	33
01:00	8	9	5	9	5	4	106	26	21
02:00	3	1	1	4	2	3	95	21	16
03:00	4	8	4	7	12	6	98	24	20
04:00	11	11	12	9	13	18	120	34	28
05:00	43	39	41	27	14	48	45	43	37
06:00	163	167	143	43	15	157	153	157	120
07:00	554	517	483	103	70	519	550	525	399
08:00	618	570	567	231	102	632	637	605	480
09:00	410	435	417	328	203	413	431	421	377
10:00	385	431	396	384	305	358	398	394	380
11:00	344	495	369	428	263	363	407	396	381
12:00	390	355	412	452	396	391	368	383	395
13:00	380	388	428	430	354	371	378	389	390
14:00	425	399	482	397	298	378	415	420	399
15:00	501	526	615	347	305	503	514	532	473
16:00	611	583	587	325	272	612	591	597	512
17:00	548	550	499	321	223	555	542	539	463
18:00	344	350	324	218	172	362	376	351	307
19:00	216	243	218	151	100	187	196	212	187
20:00	115	134	132	89	93	142	153	135	123
21:00	132	88	100	74	52	291	276	177	145
22:00	78	79	60	87	31	329	259	161	132
23:00	20	26	37	51	20	153	133	74	63
Total	5510	5599	5579	3964	2963	5457	5607	5550	4954
12H(7-19)	6136	6231	6172	4321	3223	6234	6385	6232	5529
16H(6-22)	6234	6336	6269	4459	3274	6716	6777	6466	5724
24H(0-24)	6311	6412	6342	4542	3358	6799	7376	6648	5877
AM Peak	08:00 618	08:00 570	08:00 567	11:00 428	10:00 305	08:00 632	08:00 637	08:00 605	11:00 480
PM Peak	16:00 611	16:00 583	15:00 615	12:00 452	12:00 396	16:00 612	16:00 591	16:00 597	16:00 512

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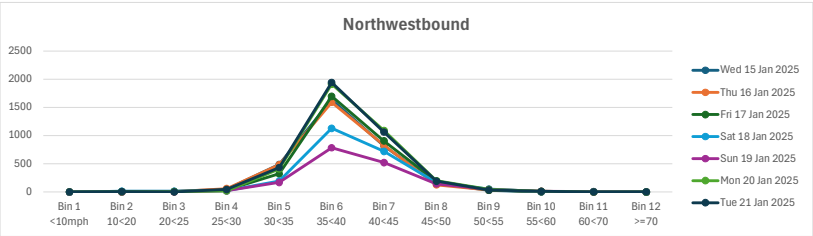


Malmesbury ATC, B4042

Direction: Northwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 15 Jan 2025	3196	43.1	38.4	4.5	0	9	10	46	488	1638	818	156	29	2	0	0
Thu 16 Jan 2025	3139	43.1	38.4	4.5	1	3	4	59	482	1592	828	128	32	10	0	0
Fri 17 Jan 2025	3193	43.5	39.1	4.3	0	1	7	31	321	1697	905	189	33	5	4	0
Sat 18 Jan 2025	2312	44.8	39.6	5.0	0	10	9	22	194	1130	720	162	50	8	7	0
Sun 19 Jan 2025	1701	45.0	39.8	5.0	0	0	2	22	169	783	522	143	46	9	5	0
Mon 20 Jan 2025	3703	43.6	39.1	4.3	1	4	8	19	410	1914	1094	198	44	9	2	0
Tue 21 Jan 2025	3732	43.5	38.9	4.5	2	8	3	44	432	1944	1061	192	34	9	2	1
5 Day Ave.	3393	43.4	38.8	4.4	1	5	6	40	427	1757	941	173	34	7	2	0
7 Day Ave.	2997	43.8	39.0	4.6	1	5	6	35	357	1528	850	167	38	7	3	0

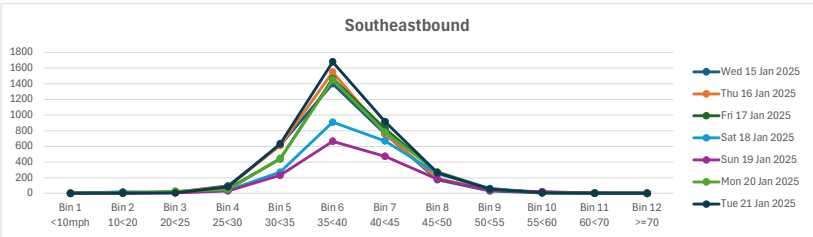
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Direction: Southeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 15 Jan 2025	3115	43.4	38.0	5.2	1	18	15	96	615	1400	756	174	31	7	2	0
Thu 16 Jan 2025	3273	43.4	38.2	5.0	1	3	19	85	610	1548	760	188	42	16	1	0
Fri 17 Jan 2025	3149	44.5	39.0	5.3	2	10	16	60	440	1464	824	261	55	12	5	0
Sat 18 Jan 2025	2230	45.5	39.7	5.6	0	9	10	39	270	908	669	249	61	11	3	1
Sun 19 Jan 2025	1657	45.7	39.6	5.8	2	4	7	32	230	665	473	182	38	22	1	1
Mon 20 Jan 2025	3096	44.3	39.0	5.1	1	2	27	48	444	1449	783	274	58	8	2	0
Tue 21 Jan 2025	3644	43.7	38.6	4.9	0	3	6	84	632	1679	915	262	53	8	1	1
5 Day Ave.	3255	43.9	38.6	5.1	1	7	17	75	548	1508	808	232	48	10	2	0
7 Day Ave.	2881	44.4	38.9	5.3	1	7	14	63	463	1302	740	227	48	12	2	0

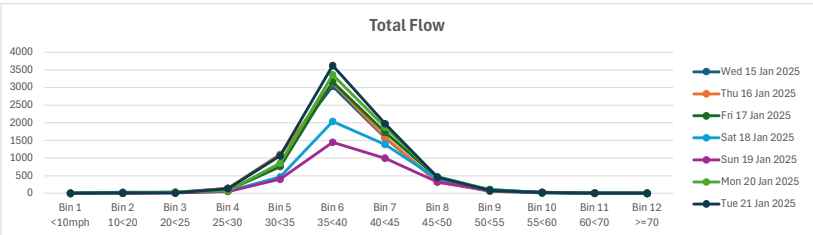
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<25	Bin 4 25<30	Bin 5 30<35	Bin 6 35<40	Bin 7 40<45	Bin 8 45<50	Bin 9 50<55	Bin 10 55<60	Bin 11 60<70	Bin 12 >=70
Wed 15 Jan 2025	6311	43.2	38.2	4.9	1	27	25	142	1103	3038	1574	330	60	9	2	0
Thu 16 Jan 2025	6412	43.3	38.3	4.8	2	6	23	144	1092	3140	1588	316	74	26	1	0
Fri 17 Jan 2025	6342	44.0	39.0	4.8	2	11	23	91	761	3161	1729	450	88	17	9	0
Sat 18 Jan 2025	4542	45.2	39.7	5.3	0	19	19	61	464	2038	1389	411	111	19	10	1
Sun 19 Jan 2025	3358	45.4	39.7	5.4	2	4	9	54	399	1448	995	325	84	31	6	1
Mon 20 Jan 2025	6799	43.9	39.0	4.7	2	6	35	67	854	3363	1877	472	102	17	4	0
Tue 21 Jan 2025	7376	43.6	38.7	4.7	2	11	9	128	1064	3623	1976	454	87	17	3	2
5 Day Ave.	6648	43.6	38.7	4.8	2	12	23	114	975	3265	1749	404	82	17	4	0
7 Day Ave.	5877	44.1	39.0	4.9	2	12	20	98	820	2830	1590	394	87	19	5	1

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Malmesbury ATC, B4042

Direction: Northwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	3196	2839	325	7	25
Thu 16 Jan 2025	3139	2808	303	11	17
Fri 17 Jan 2025	3193	2881	287	10	15
Sat 18 Jan 2025	2312	2165	133	1	13
Sun 19 Jan 2025	1701	1602	96	3	0
Mon 20 Jan 2025	3703	3293	367	25	18
Tue 21 Jan 2025	3732	3289	382	43	18
5 Day Ave.	3393	3022	333	19	19
7 Day Ave.	2997	2697	270	14	15

Direction: Southeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	3115	2794	276	18	27
Thu 16 Jan 2025	3273	2901	310	34	28
Fri 17 Jan 2025	3149	2887	226	11	25
Sat 18 Jan 2025	2230	2093	121	3	13
Sun 19 Jan 2025	1657	1582	68	2	5
Mon 20 Jan 2025	3096	2811	240	19	26
Tue 21 Jan 2025	3644	3256	328	33	27
5 Day Ave.	3255	2930	276	23	27
7 Day Ave.	2881	2618	224	17	22

Direction: Total Flow

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	6311	5633	601	25	52
Thu 16 Jan 2025	6412	5709	613	45	45
Fri 17 Jan 2025	6342	5768	513	21	40
Sat 18 Jan 2025	4542	4258	254	4	26
Sun 19 Jan 2025	3358	3184	164	5	5
Mon 20 Jan 2025	6799	6104	607	44	44
Tue 21 Jan 2025	7376	6545	710	76	45
5 Day Ave.	6648	5952	609	42	45
7 Day Ave.	5877	5314	495	31	37

	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	100.0%	88.8%	10.2%	0.2%	0.8%
Thu 16 Jan 2025	100.0%	89.5%	9.7%	0.4%	0.5%
Fri 17 Jan 2025	100.0%	90.2%	9.0%	0.3%	0.5%
Sat 18 Jan 2025	100.0%	93.6%	5.8%	0.0%	0.6%
Sun 19 Jan 2025	100.0%	94.2%	5.6%	0.2%	0.0%
Mon 20 Jan 2025	100.0%	88.9%	9.9%	0.7%	0.5%
Tue 21 Jan 2025	100.0%	88.1%	10.2%	1.2%	0.5%
5 Day Ave.	100.0%	89.1%	9.8%	0.6%	0.5%
7 Day Ave.	100.0%	90.0%	9.0%	0.5%	0.5%

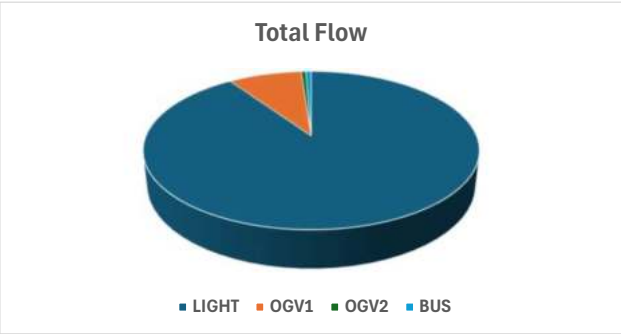
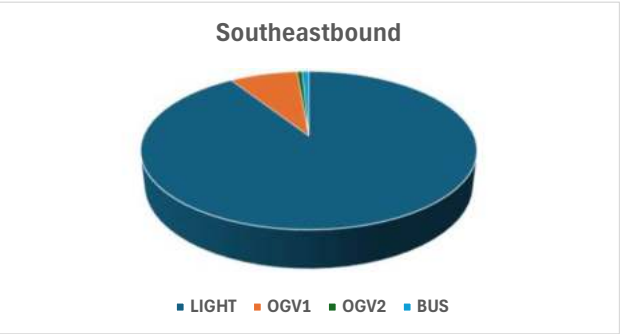
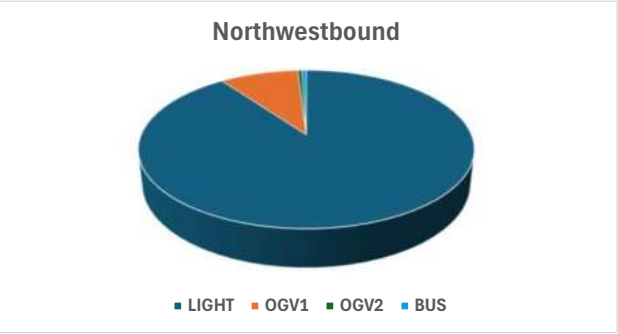
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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	100.0%	89.7%	8.9%	0.6%	0.9%
Thu 16 Jan 2025	100.0%	88.6%	9.5%	1.0%	0.9%
Fri 17 Jan 2025	100.0%	91.7%	7.2%	0.3%	0.8%
Sat 18 Jan 2025	100.0%	93.9%	5.4%	0.1%	0.6%
Sun 19 Jan 2025	100.0%	95.5%	4.1%	0.1%	0.3%
Mon 20 Jan 2025	100.0%	90.8%	7.8%	0.6%	0.8%
Tue 21 Jan 2025	100.0%	89.4%	9.0%	0.9%	0.7%
5 Day Ave.	100.0%	90.0%	8.5%	0.7%	0.8%
7 Day Ave.	100.0%	90.9%	7.8%	0.6%	0.7%

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	Total Volume	LIGHT	OGV1	OGV2	BUS
Wed 15 Jan 2025	100.0%	89.3%	9.5%	0.4%	0.8%
Thu 16 Jan 2025	100.0%	89.0%	9.6%	0.7%	0.7%
Fri 17 Jan 2025	100.0%	90.9%	8.1%	0.3%	0.6%
Sat 18 Jan 2025	100.0%	93.7%	5.6%	0.1%	0.6%
Sun 19 Jan 2025	100.0%	94.8%	4.9%	0.1%	0.1%
Mon 20 Jan 2025	100.0%	89.8%	8.9%	0.6%	0.6%
Tue 21 Jan 2025	100.0%	88.7%	9.6%	1.0%	0.6%
5 Day Ave.	100.0%	89.5%	9.2%	0.6%	0.7%
7 Day Ave.	100.0%	90.4%	8.4%	0.5%	0.6%

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APPENDIX C

Visibility Splay Calculations

MAUNDITTS PARK FARM, LITTLE SOMERFORD
Southeast Bound

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)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

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

44.4 mph 19.849 m/s

v = 19.849 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles 2

a = -2.60% +ve for upgrades and -ve for downgrades

SSD = 120 m

SSD adjusted for bonnet
length (MfS only) = 123 m (SSD + 2.4m)

Conversions

mph 44.4 to kph 71.5

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.

MAUNDITTS PARK FARM, LITTLE SOMERFORD
Northwest Bound

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)

d = deceleration rate (m/s)

t = driver perception-reaction time (seconds)

a = longitudinal gradient (%)

Fill in the white boxes only

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

43.8 mph 19.580 m/s

v = 19.580 m/s

t = 2 taken from MfS2 table 10.1

d = 2.453 Vehicle type All vehicles 2

a = 1.60% +ve for upgrades and -ve for downgrades

SSD = 117 m

SSD adjusted for bonnet
length (MfS only) = 120 m (SSD + 2.4m)

Conversions

mph 43.8 to kph 70.5

kph to mph 0.0

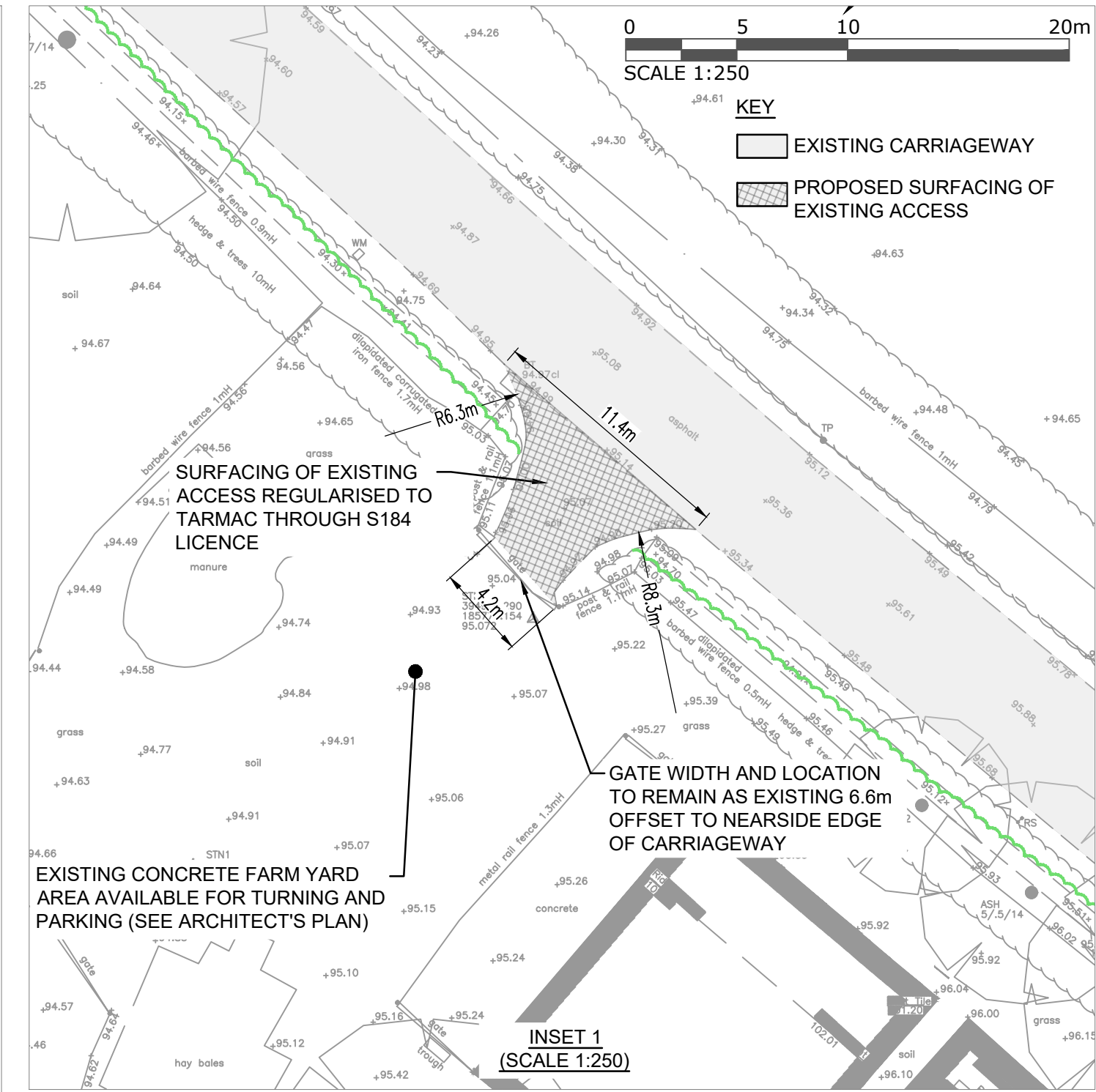
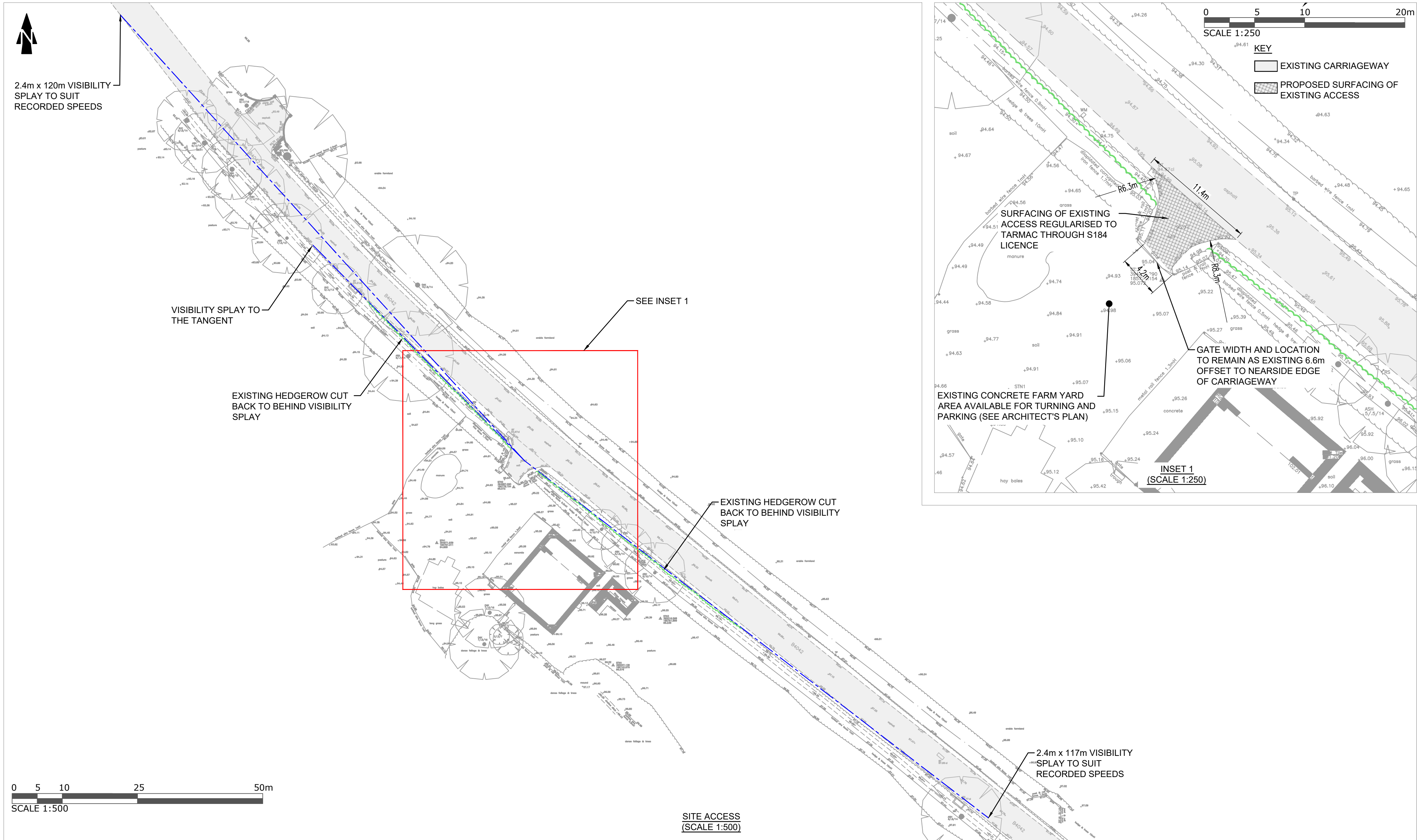
Table 10.1 MfS2

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 D

Site Access Plan



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: MAUNDITTS PARK FARM, LITTLE SOMERFORD				
DRAWING TITLE: SITE ACCESS ARRANGEMENTS				
DRAWN: SLW	CHECKED: CDM	DATE: 24.02.2025	SCALES: As Shown	SHEET SIZE: A2

CLIENT: B A MARSH FARMING
MILES WHITE TRANSPORT
DRAWING NUMBER: 24040-GA01
REVISION: -

APPENDIX E

TRICS Datasheets

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	1 days
03	SOUTH WEST	
	SM SOMERSET	2 days
09	NORTH	
	IM ISLE OF MAN	2 days

Miles White Transport 44 Over Lane South Gloucestershire

Licence No: 464201

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 12 to 42 (units:)
 Range Selected by User: 5 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: Selected: 2 to 5 Actual: 0.83 to 6.26

Bedrooms per Dwelling Range: Selected: 3 to 5.00 Actual: 1.60 to 5.00

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 18/09/24

Selected survey days:

Tuesday 3 days
 Wednesday 1 days
 Thursday 1 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Neighbourhood Centre (PPS6 Local Centre) 5

Selected Location Sub Categories:

Village 5

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 3 days - Selected
 Servicing vehicles Excluded 8 days - Selected

Secondary Filtering selection:

Use Class:

C3 5 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000 5 days

Population within 5 miles:

5,000 or Less 1 days
 5,001 to 25,000 1 days
 25,001 to 50,000 1 days
 75,001 to 100,000 2 days

Car ownership within 5 miles:

1.1 to 1.5 3 days
 1.6 to 2.0 2 days

Travel Plan:

Yes 1 days
 No 4 days

PTAL Rating:

No PTAL Present 5 days

Covid-19 Restrictions Yes At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|--------------|-------------|
| 1 | ES-03-A-06
BISHOPS LANE
RINGMER | MIXED HOUSES | EAST SUSSEX |
| | Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 12
Survey date: WEDNESDAY 16/06/21
Survey Type: MANUAL | | |
| 2 | IM-03-A-01
BALLAKILLOWEY ROAD
COLBY
BALLAKILLOWEY | MIXED HOUSES | ISLE OF MAN |
| | Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 31
Survey date: TUESDAY 21/05/24
Survey Type: MANUAL | | |
| 3 | IM-03-A-02
SHORE ROAD
KIRK MICHAEL | MIXED HOUSES | ISLE OF MAN |
| | Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 27
Survey date: THURSDAY 23/05/24
Survey Type: MANUAL | | |
| 4 | SM-03-A-02
HYDE LANE
NEAR TAUNTON
CREECH SAINT MICHAEL | MIXED HOUSES | SOMERSET |
| | Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 42
Survey date: TUESDAY 25/09/18
Survey Type: MANUAL | | |
| 5 | SM-03-A-03
HYDE LANE
NEAR TAUNTON
CREECH ST MICHAEL | MIXED HOUSES | SOMERSET |
| | Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 41
Survey date: TUESDAY 25/09/18
Survey Type: MANUAL | | |

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SF-03-A-08	16/09/20	survey undertaken during Covid restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	31	0.092	5	31	0.353	5	31	0.445
08:00 - 09:00	5	31	0.216	5	31	0.503	5	31	0.719
09:00 - 10:00	5	31	0.216	5	31	0.314	5	31	0.530
10:00 - 11:00	5	31	0.144	5	31	0.176	5	31	0.320
11:00 - 12:00	5	31	0.163	5	31	0.157	5	31	0.320
12:00 - 13:00	5	31	0.170	5	31	0.176	5	31	0.346
13:00 - 14:00	5	31	0.242	5	31	0.209	5	31	0.451
14:00 - 15:00	5	31	0.196	5	31	0.183	5	31	0.379
15:00 - 16:00	5	31	0.268	5	31	0.209	5	31	0.477
16:00 - 17:00	5	31	0.327	5	31	0.209	5	31	0.536
17:00 - 18:00	5	31	0.431	5	31	0.209	5	31	0.640
18:00 - 19:00	5	31	0.301	5	31	0.137	5	31	0.438
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.766			2.835			5.601

Parameter summary

Trip rate parameter range selected:	12 - 42 (units:)
Survey date range:	01/01/16 - 18/09/24
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0