

COTSWOLD  
TRANSPORT  
PLANNING

# Hartpury Heritage Ltd

St Mary's Church, Hartpury

Technical Note

January 2022



**St Mary's Church, Hartpury**

**Hartpury Heritage Trust**

***Technical Note Issue 01***

*21-0405*

*January 2022*

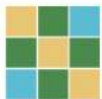


## **1. Introduction**

- 1.1 Cotswold Transport Planning Ltd (CTP) have been appointed by Hartpury Heritage Trust to provide a Technical Note (TN) in support of a planning application for a new car parking facility and associated works on land adjacent to St Mary's Church, Hartpury, Gloucestershire.
- 1.2 Planning permission is sought for a formalised car parking facility with 52 spaces and associated works including an ingress and egress to serve St Mary's Church. The development would formalise the existing access, with the Unnamed Road, and form a new egress with Park Road.
- 1.3 Vehicles associated with St Mary's Church currently park informally within the application site, which consists of a grass surface. The development proposal seeks to formalise and provide an overall improvement to the parking arrangement with a new internal in-and-out access arrangement.
- 1.4 This TN addresses the following transportation matters:
  - i) Site Location and Local Highway Network;
  - ii) Suitability of the access arrangements; and
  - iii) Suitability of the car parking arrangements.
- 1.5 This TN has been informed by a detailed site visit undertaken on the Thursday 3<sup>rd</sup> June 2021.

## **2. Site Location and Local Highway Network**

- 2.1 The application site consists of an undeveloped field, which is currently used for temporary parking for St Mary's Church. It is bound to the north by Park Road, the east by undeveloped land, the south by St Mary's Church and to the west by an Unnamed Road. The site location is shown on the drawing included as **Appendix A**.

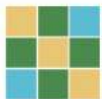


- 2.2 The Unnamed Road routes between the A417 to the east and Park Road to the north with the application site located to the south-east of its junction with Park Road. In the vicinity of the application site the Unnamed Road is approximately 4.1m wide, unilluminated with no formal footways and is subject to the National Speed Limit (60mph).
- 2.3 Park Road in the vicinity of the application site is approximately 6m wide and is subject to the National Speed Limit (60mph).
- 2.4 Hartpur Footpath 39 (HF89) extends east to the south of the existing gated vehicle crossover off the Unnamed Road leading east.



**Figure 2.1: PROW Network in the vicinity of the Application Site**

- 2.5 To establish existing traffic speeds Automatic Traffic Counts (ATC) were undertaken on Park Road by 360TSL, an independent traffic surveyor. The ATC was positioned on Park Road, 55m to the west of its junction with the Unamed Road, adjacent the existing telegraph pole, during COVID-19 restrictions, between Friday 11<sup>th</sup> June and Thursday 17<sup>th</sup> June 2021.
- 2.6 The ATC survey was put down under COVID-19 national restrictions, which limited outdoor gatherings to 30 people and indoor gatherings to six people or two households with working from home, if possible, still recommended.



- 2.7 The national COVID-19 restrictions are unlikely to have a discernible impact on traffic speeds. A study undertaken by independent traffic surveyors (Road Data Services and 360 TSL Ltd) comparing traffic surveys between September 2019 and September 2020 demonstrated no obvious change in vehicle speeds. This is anticipated to have continued to be the case.

Directions	Average Speeds (mph)	85 <sup>th</sup> ile Speeds (mph)
North-eastbound	30.9mph	36.8mph
South-westbound	31.0mph	37.4mph

**Table 2.1: Summary of Vehicle Speeds on Park Road**

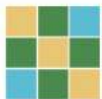
- 2.8 As **Table 2.1** indicates, for north-eastbound traffic the average speed was 30.9mph and the 85<sup>th</sup> percentile speed was recorded at 36.8mph. For south-westbound traffic the average speed was 31.0mph and the 85<sup>th</sup> percentile speed was recorded at 37.4mph. The full results of the ATC are contained in **Appendix B**.

#### *Local Highway Safety*

- 2.9 The CrashMap database has been reviewed to determine whether any Personal Injury Collisions (PICs) have occurred on the local highway network within the most recent five-year review period available to 2020.
- 2.10 An extract from the CrashMap database confirming the above is contained in **Appendix C**.
- 2.11 The review has confirmed that no PICs have taken place during this period in the immediate vicinity of the site on either the Unnamed Road or Park Road, which indicates that there is not an existing highway safety concern. Considering the traffic attracted to the application site is likely to be currently already on the network, the safe and efficient operation of the local highway network is expected to continue.

### **3. Development Proposals**

- 3.1 Planning permission is sought for a formalised car parking facility with 52 spaces and associated works including an ingress and egress to serve St Mary's Church.
- 3.2 The proposed site layout is contained in **Appendix D**.



#### 4. Site Access Arrangements

- 4.1 It is proposed that the existing vehicle access will be formalised with the Unnamed Road and a new egress will be provided, via a priority junction with Park Road, which will create a new internal in-and-out access arrangement.
- 4.2 The proposed access shall be 5.3m wide and retain the existing loose stone surface of the existing access.
- 4.3 The proposed egress shall be 4m wide with 6m radii and will have a bitumen macadem tarmac surface.

##### *Visibility Splay Assessment*

- 4.4 For design purposes, 85<sup>th</sup> percentile vehicles speeds shall be used for new major/minor junctions or accesses on existing roads as per CA 185 of DMRB.
- 4.5 In order to calculate the required visibility splays the following visibility parameters have been utilised, given that average speeds in both directions are below 40mph, the design speed north-eastbound is below 37mph, the design speed south-westbound is above 37mph and there is greater than 5% Ordinary Goods Vehicle (OGV1) of traffic flow;
- i) Reaction Time - 1.5 Seconds (north-eastbound);
  - ii) Reaction Time - 2 Seconds (south-westbound); and
  - iii) Deceleration Rate - 3.68 m/s (both directions).
- 4.6 With regards to the 'X' distance, the standard 2.4m has been used.
- 4.7 Using the 85<sup>th</sup> percentile speeds detailed above, the required visibility splays, based on the recommended parameters in MfS2 and measured from the centreline of the egress junction are 72m to the north-east, to account for south-westbound speeds, and 62m to the south-west, to account for north-eastbound speeds.
- 4.8 Drawing **SK01**, attached at **Appendix E**, demonstrates that suitable junction visibility splays of 2.4m x 72m to the north-east, with tangential visibility splay of 2.4m x 18m, and 2.4m x 62m to the south-west can be provided within land under the applicants control and within the adopted highway (detailed in **Appendix F**).



### *Swept Path Analysis*

- 4.9 A swept path analysis demonstrating a car accessing, egressing, and manoeuvring internally within the application site is included as **Appendix G**.

## **5. Parking Arrangements**

- 5.1 The car park shall consist of a 6m wide isle width, which comprises a 4.5m grass surface and a 1.5m wide loose stone pedestrian corridor, and provide 52 car parking spaces, measuring 2.4m x 4.8m, on a grass surface.
- 5.2 Due to the nature of the proposed development, the applicant is best placed to understand the parking requirements based on their experience with St Mary's Church. On this basis, a total of 52 car parking spaces are proposed to serve the application site.
- 5.3 Given the application site is a short stay facility, and is a formalising an existing situation, no electric vehicle car parking is proposed. As part of the parking provision, two accessible spaces, at 3.2m x 6.0m, shall be provided adjacent to the access.
- 5.4 The client has informed CTP that there is currently not a large demand for cyclists visiting the church, however a total of 10 cycle parking spaces have been provided, in the form of five Sheffield cycle stands adjacent to the site access, to reflect the Government's aspiration to double cycling by 2025.

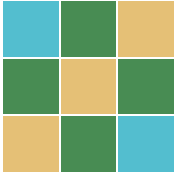
## **6. Conclusion**

- 6.1 CTP has been instructed by Hartpury Heritage Trust to provide a TN in support of a planning application for a new car parking facility and associated works on land adjacent to St Mary's Church, Hartpury, Gloucestershire.
- 6.2 Planning permission is sought for a formalised car parking facility with 52 spaces and associated works including an ingress and egress to serve St Mary's Church. The development would formalise the existing access, with the Unnamed Road, and form a new egress with Park Road.
- 6.3 The TN has demonstrated the following:
- i) A review of the local highway network and collision data in the vicinity of the site indicates that there are no apparent problems in relation to the current operation or safety of the local highways;



- ii) The proposed internal in-and-out access arrangement to the site is safe and suitable; and
- iii) The proposed parking provision on-site is suitable based on the requirements of the applicant, which will ensure that there is no adverse impact upon the local highway network.

6.4 CTP concludes that approval of this planning application will not result in a severe or unacceptable impact upon the safety or operation of the surrounding local highway network, and as such there are no significant highways and transportation matters that would preclude Forest of Dean District Council from approving this planning application.

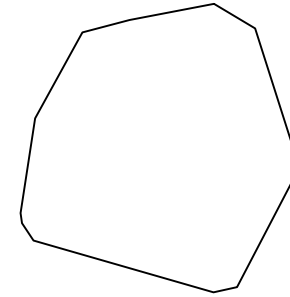
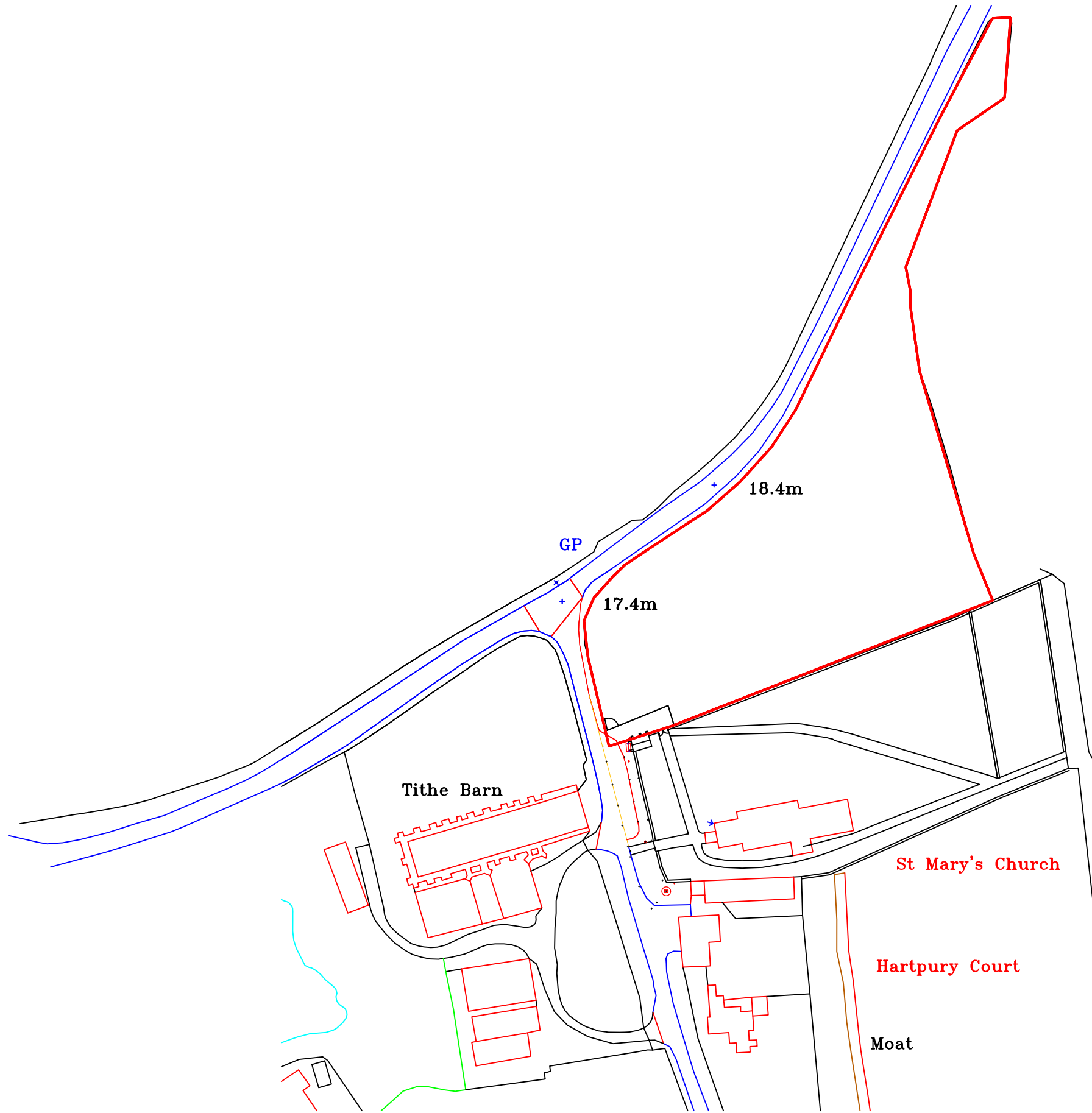


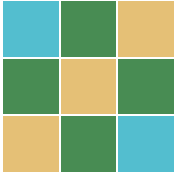
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## Appendix A

Site Location Plan







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## Appendix B

ATC Data - Park Road

Hartpury ATC, Park Road



Direction: Northeastbound

Hour Beginning	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	Tue Jun 15	Wed Jun 16	Thu Jun 17	5-Day Ave.	7-Day Ave.
00:00	1	0	1	1	0	0	1	1	1
01:00	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	1	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0
04:00	2	0	1	0	2	0	0	1	1
05:00	2	1	1	0	2	0	0	1	1
06:00	6	4	1	3	6	3	4	4	4
07:00	37	16	4	20	42	20	19	28	23
08:00	45	15	15	53	41	58	48	49	39
09:00	28	22	14	27	27	24	24	26	24
10:00	33	27	24	24	27	20	28	26	26
11:00	24	34	19	28	21	30	33	27	27
12:00	22	28	19	24	23	21	27	23	23
13:00	28	24	32	44	31	48	45	39	36
14:00	46	35	11	32	51	36	39	41	36
15:00	42	20	16	25	47	28	21	33	28
16:00	28	22	19	41	32	31	47	36	31
17:00	44	32	15	31	53	32	28	38	34
18:00	19	10	7	16	21	12	16	17	14
19:00	16	14	6	15	13	15	14	15	13
20:00	9	4	7	5	14	7	4	8	7
21:00	2	10	0	5	2	3	6	4	4
22:00	5	4	2	3	3	5	2	4	3
23:00	3	1	1	0	4	0	0	1	1
<b>Total</b>									
12H(7-19)	396	285	195	365	416	360	375	382	342
16H(6-22)	429	317	209	393	451	388	403	413	370
18H(6-24)	437	322	212	396	458	393	405	418	375
24H(0-24)	442	324	215	397	463	393	407	420	377
<b>AM Peak</b>	08:00	11:00	10:00	08:00	07:00	08:00	08:00	08:00	08:00
	45	34	24	53	42	58	48	49	39
<b>PM Peak</b>	14:00	14:00	13:00	13:00	17:00	13:00	16:00	14:00	13:00
	46	35	32	44	53	48	47	41	36

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Direction: Southwestbound

Hour Beginning	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	Tue Jun 15	Wed Jun 16	Thu Jun 17	5-Day Ave.	7-Day Ave.
00:00	1	0	0	2	1	4	1	2	1
01:00	0	0	1	0	1	0	0	0	0
02:00	0	0	0	0	0	2	0	0	0
03:00	0	0	0	0	0	0	0	0	0
04:00	0	1	0	1	1	0	1	1	1
05:00	3	1	1	1	3	1	3	2	2
06:00	6	1	2	6	7	9	6	7	5
07:00	14	10	7	24	9	18	23	18	15
08:00	44	19	10	42	38	36	41	40	33
09:00	32	18	12	29	37	24	22	29	25
10:00	36	32	31	29	37	27	31	32	32
11:00	20	22	20	22	18	20	23	21	21
12:00	33	32	21	22	29	24	24	26	26
13:00	25	39	26	29	22	29	27	26	28
14:00	41	25	23	26	32	24	32	31	29
15:00	39	25	32	17	41	36	39	34	34
16:00	45	29	17	55	44	63	52	52	44
17:00	50	18	26	50	45	54	46	49	41
18:00	23	25	16	23	27	21	28	24	23
19:00	12	13	16	19	13	17	19	16	16
20:00	13	10	12	6	15	12	5	10	10
21:00	13	8	3	8	13	10	10	11	9
22:00	7	5	0	7	11	10	4	8	6
23:00	3	4	2	3	3	3	4	3	3
<b>Total</b>									
12H(7-19)	402	301	226	392	374	379	383	386	351
16H(6-22)	446	333	259	431	422	427	423	430	392
18H(6-24)	456	342	261	441	436	440	431	441	401
24H(0-24)	460	344	263	445	442	447	436	446	405
<b>AM Peak</b>	08:00	10:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
	44	32	31	42	38	36	41	40	33
<b>PM Peak</b>	17:00	13:00	13:00	16:00	17:00	16:00	16:00	16:00	16:00
	50	39	26	55	45	63	52	52	44

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Direction: Total Flow

Hour Beginning	Fri Jun 11	Sat Jun 12	Sun Jun 13	Mon Jun 14	Tue Jun 15	Wed Jun 16	Thu Jun 17	5-Day Ave.	7-Day Ave.
00:00	2	0	1	3	1	4	2	2	2
01:00	0	0	1	0	1	0	0	0	0
02:00	0	1	0	0	1	2	0	1	1
03:00	0	0	0	0	0	0	0	1	0
04:00	2	1	1	1	3	0	1	1	1
05:00	5	2	2	1	5	1	3	3	3
06:00	12	5	3	9	13	12	10	11	9
07:00	51	26	11	44	51	38	42	45	38
08:00	89	34	25	95	79	94	89	89	72
09:00	60	40	26	56	64	48	46	55	49
10:00	69	59	55	53	64	47	59	58	58
11:00	44	56	39	50	39	50	56	48	48
12:00	55	60	40	46	52	45	51	50	50
13:00	53	63	58	73	53	77	72	66	64
14:00	87	60	34	58	83	60	71	72	65
15:00	81	52	33	66	83	67	55	70	62
16:00	73	51	36	96	76	94	99	88	75
17:00	94	50	41	81	98	86	74	87	75
18:00	42	35	23	39	48	33	44	41	38
19:00	28	27	22	34	26	32	33	31	29
20:00	22	14	19	11	29	19	9	18	18
21:00	15	18	3	13	15	13	16	14	13
22:00	12	9	2	10	14	15	6	11	10
23:00	6	5	3	3	7	3	4	5	4
<b>Total</b>									
12H(7-19)	798	586	421	757	790	739	758	768	693
16H(6-22)	875	650	468	824	873	815	826	843	762
18H(6-24)	893	664	473	837	894	833	836	859	776
24H(0-24)	902	668	478	842	905	840	843	866	783
<b>AM Peak</b>	08:00	10:00	10:00	08:00	08:00	08:00	08:00	08:00	08:00
	89	59	55	95	79	94	89	89	72
<b>PM Peak</b>	17:00	13:00	13:00	16:00	17:00	16:00	16:00	16:00	16:00
	94	63	58	96	98	94	99	88	75

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# Hartpury ATC, Park Road

Direction: Northeastbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	442	370	69	0	3
Sat 12 Jun	324	280	43	0	1
Sun 13 Jun	215	198	17	0	0
Mon 14 Jun	397	341	53	1	2
Tue 15 Jun	463	374	82	3	4
Wed 16 Jun	393	343	46	2	2
Thu 17 Jun	407	343	59	3	2
5 Day Ave.	420	354	62	2	3
7 Day Ave.	377	321	53	1	2

Direction: Southwestbound

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	460	377	78	2	3
Sat 12 Jun	344	299	41	2	2
Sun 13 Jun	263	222	41	0	0
Mon 14 Jun	445	362	79	2	2
Tue 15 Jun	442	354	80	3	5
Wed 16 Jun	447	363	74	8	2
Thu 17 Jun	436	356	76	2	2
5 Day Ave.	446	362	77	3	3
7 Day Ave.	405	333	67	3	2

Direction: Total Flow

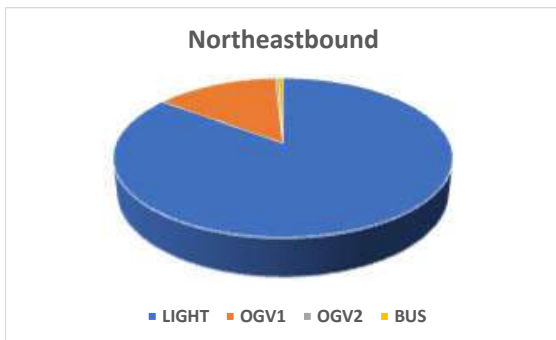
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	902	747	147	2	6
Sat 12 Jun	668	579	84	2	3
Sun 13 Jun	478	420	58	0	0
Mon 14 Jun	842	703	132	3	4
Tue 15 Jun	905	728	162	6	9
Wed 16 Jun	840	706	120	10	4
Thu 17 Jun	843	699	135	5	4
5 Day Ave.	866	717	139	5	5
7 Day Ave.	783	655	120	4	4

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	100.0%	83.7%	15.6%	0.0%	0.7%
Sat 12 Jun	100.0%	86.4%	13.3%	0.0%	0.3%
Sun 13 Jun	100.0%	92.1%	7.9%	0.0%	0.0%
Mon 14 Jun	100.0%	85.9%	13.4%	0.3%	0.5%
Tue 15 Jun	100.0%	80.8%	17.7%	0.6%	0.9%
Wed 16 Jun	100.0%	87.3%	11.7%	0.5%	0.5%
Thu 17 Jun	100.0%	84.3%	14.5%	0.7%	0.5%
5 Day Ave.	100.0%	84.3%	14.7%	0.4%	0.6%
7 Day Ave.	100.0%	85.2%	14.0%	0.3%	0.5%

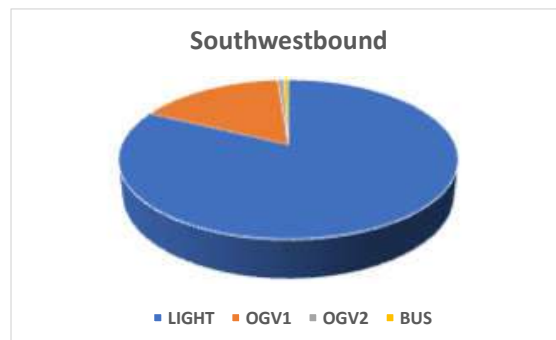
	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	100.0%	82.0%	17.0%	0.4%	0.7%
Sat 12 Jun	100.0%	86.9%	11.9%	0.6%	0.6%
Sun 13 Jun	100.0%	84.4%	15.6%	0.0%	0.0%
Mon 14 Jun	100.0%	81.3%	17.8%	0.4%	0.4%
Tue 15 Jun	100.0%	80.1%	18.1%	0.7%	1.1%
Wed 16 Jun	100.0%	81.2%	16.6%	1.8%	0.4%
Thu 17 Jun	100.0%	81.7%	17.4%	0.5%	0.5%
5 Day Ave.	100.0%	81.3%	17.4%	0.8%	0.6%
7 Day Ave.	100.0%	82.2%	16.5%	0.7%	0.6%

	Total Volume	LIGHT	OGV1	OGV2	BUS
Fri 11 Jun	100.0%	82.8%	16.3%	0.2%	0.7%
Sat 12 Jun	100.0%	86.7%	12.6%	0.3%	0.4%
Sun 13 Jun	100.0%	87.9%	12.1%	0.0%	0.0%
Mon 14 Jun	100.0%	83.5%	15.7%	0.4%	0.5%
Tue 15 Jun	100.0%	80.4%	17.9%	0.7%	1.0%
Wed 16 Jun	100.0%	84.0%	14.3%	1.2%	0.5%
Thu 17 Jun	100.0%	82.9%	16.0%	0.6%	0.5%
5 Day Ave.	100.0%	82.7%	16.1%	0.6%	0.6%
7 Day Ave.	100.0%	83.6%	15.3%	0.5%	0.5%

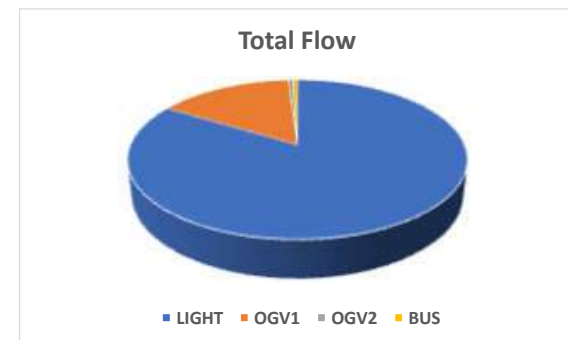
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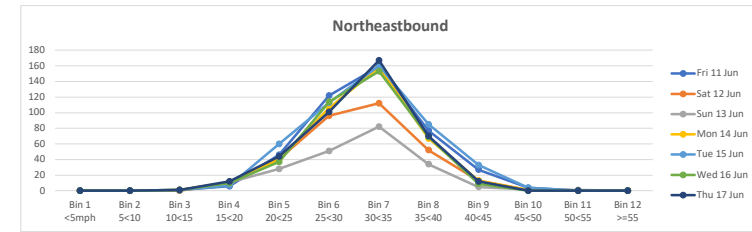


# Hartpury ATC, Park Road

Direction: Northeastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 11 Jun	442	37.4	31.4	5.7	0	0	1	6	46	122	159	77	27	4	0	0
Sat 12 Jun	324	36.4	30.6	5.6	0	0	0	9	41	96	112	52	13	1	0	0
Sun 13 Jun	215	36.8	30.4	6.2	0	0	1	11	28	51	82	34	5	2	1	0
Mon 14 Jun	397	36.5	30.9	5.4	0	0	1	11	40	106	158	67	13	1	0	0
Tue 15 Jun	463	37.7	31.5	6.0	0	0	1	7	60	113	160	85	33	4	0	0
Wed 16 Jun	393	36.2	30.8	5.2	0	0	1	10	37	114	153	69	9	0	0	0
Thu 17 Jun	407	36.4	30.8	5.4	0	0	1	12	44	101	167	70	12	0	0	0
5 Day Ave.	420	36.8	31.1	5.6	0	0	1	9	45	111	159	74	19	2	0	0
7 Day Ave.	377	36.8	30.9	5.7	0	0	1	9	42	100	142	65	16	2	0	0

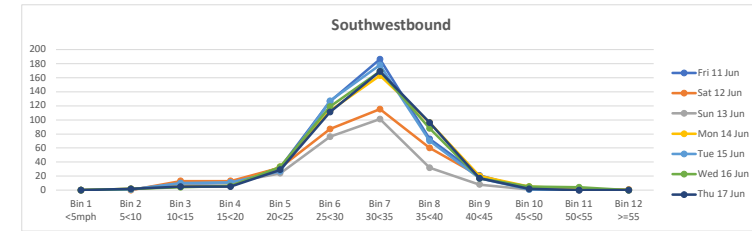
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Direction: Southwestbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 11 Jun	460	37.1	31.0	5.9	0	1	9	10	32	126	186	73	21	2	0	0
Sat 12 Jun	344	38.0	30.6	7.1	0	0	13	13	32	87	115	60	20	3	0	1
Sun 13 Jun	263	36.4	29.7	6.4	0	1	9	11	24	76	101	32	8	1	0	0
Mon 14 Jun	445	38.1	31.7	6.1	0	2	5	6	33	113	163	96	20	5	2	0
Tue 15 Jun	442	36.9	30.8	5.9	0	1	10	11	27	127	178	70	17	1	0	0
Wed 16 Jun	447	38.0	31.6	6.1	0	2	4	6	33	119	169	88	17	5	4	0
Thu 17 Jun	436	37.5	31.6	5.7	0	2	5	5	29	111	169	96	17	2	0	0
5 Day Ave.	446	37.5	31.4	6.0	0	2	7	8	31	119	173	85	18	3	1	0
7 Day Ave.	405	37.4	31.0	6.2	0	1	8	9	30	108	154	74	17	3	1	0

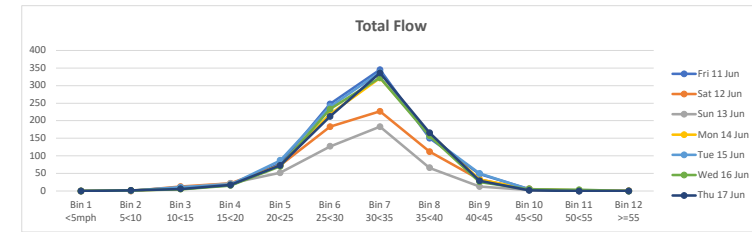
360 TSL Ltd

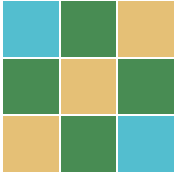


Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Fri 11 Jun	902	37.3	31.2	5.8	0	1	10	16	78	248	345	150	48	6	0	0
Sat 12 Jun	668	37.3	30.6	6.4	0	0	13	22	73	183	227	112	33	4	0	1
Sun 13 Jun	478	36.6	30.0	6.3	0	1	10	22	52	127	183	66	13	3	1	0
Mon 14 Jun	842	37.4	31.3	5.8	0	2	6	17	73	219	321	163	33	6	2	0
Tue 15 Jun	905	37.3	31.1	6.0	0	1	11	18	87	240	338	155	50	5	0	0
Wed 16 Jun	840	37.2	31.2	5.7	0	2	5	16	70	233	322	157	26	5	4	0
Thu 17 Jun	843	37.0	31.2	5.6	0	2	6	17	73	212	336	166	29	2	0	0
5 Day Ave.	866	37.2	31.2	5.8	0	2	8	17	76	230	332	158	37	5	1	0
7 Day Ave.	783	37.1	31.0	6.0	0	1	9	18	72	209	296	138	33	4	1	0

360 TSL Ltd





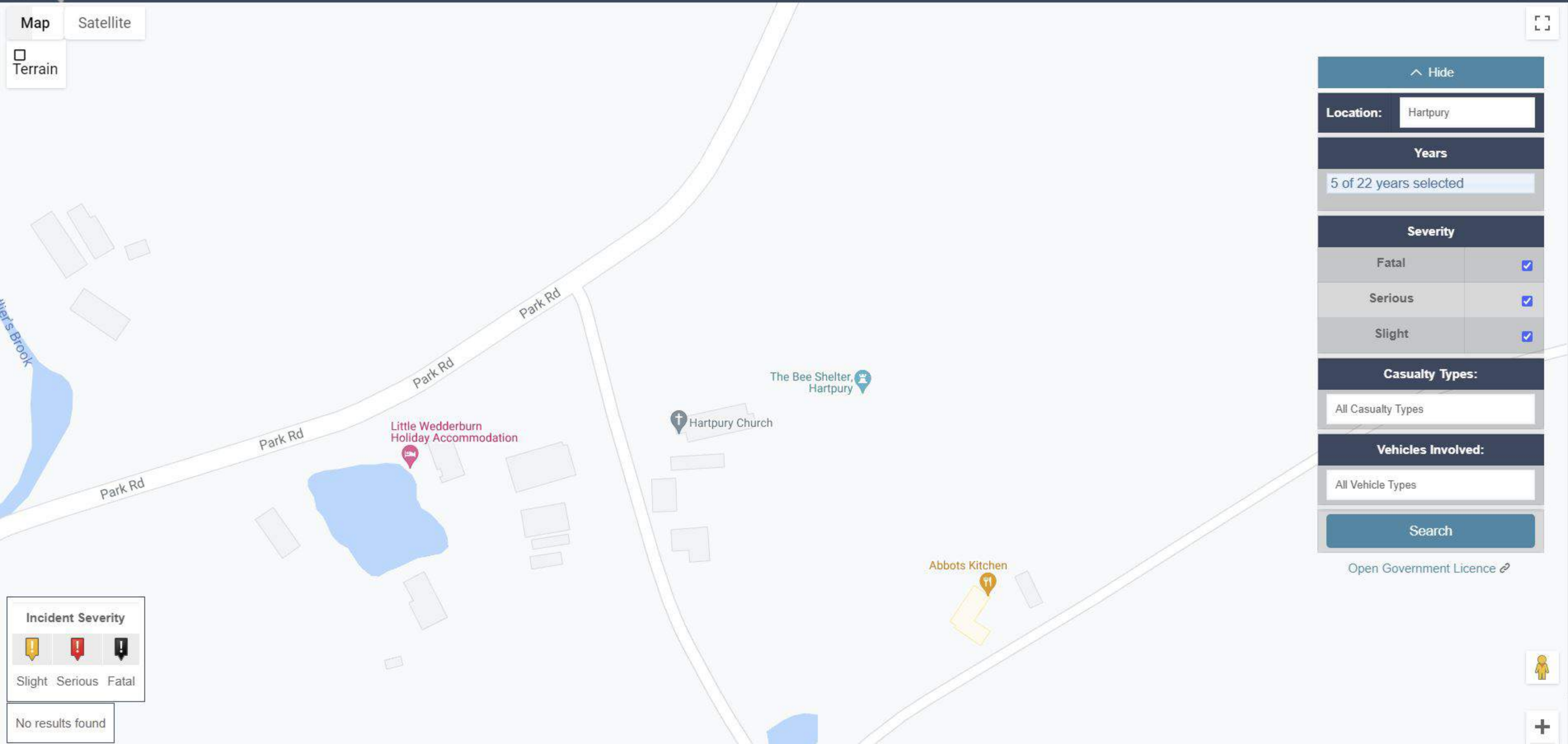
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TRANSPORT  
PLANNING

## Appendix C

CrashMap Extract

Map Satellite

Terrain



Hide

Location: Hartpury

Years

5 of 22 years selected

Severity

- Fatal
- Serious
- Slight

Casualty Types:

All Casualty Types

Vehicles Involved:

All Vehicle Types

Search

Open Government Licence

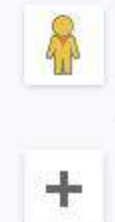
**Incident Severity**

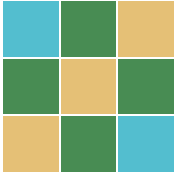




Slight Serious Fatal

No results found





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## Appendix D

Development Proposals





1. Grass reinstated for car park



2. Field gates connecting paddocks and car park (access by church includes a pedestrian gate)



3. Double gates located at exit point onto road

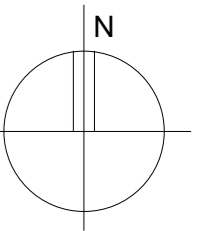


4. Bike Rack Decorative Modular - Single sided 6 spaces - Black colour



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4. Report any discrepancies or omissions to the Landscape Architects before proceeding.
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REV	DATE		BY	CHKD
P06	27.01.22	Minor Updates - grass track and gates added	NW	SEI
P05	23.09.21	Minor Updates to Drawing	NW	SEI
P04	19.08.21	Planning Issues	NW	SEI
P03	04.06.21	Updated following site visit	IWK	SEI
P02	03.06.21	Sketch issue - updated with JC comments	IWK	SEI
P01	27.05.21	Sketch issue	IWK	SEI

**illmanyOUNG**

Project  
Car Park Adjacent to Hartpury Church

Client  
Hartpury Heritage Trust

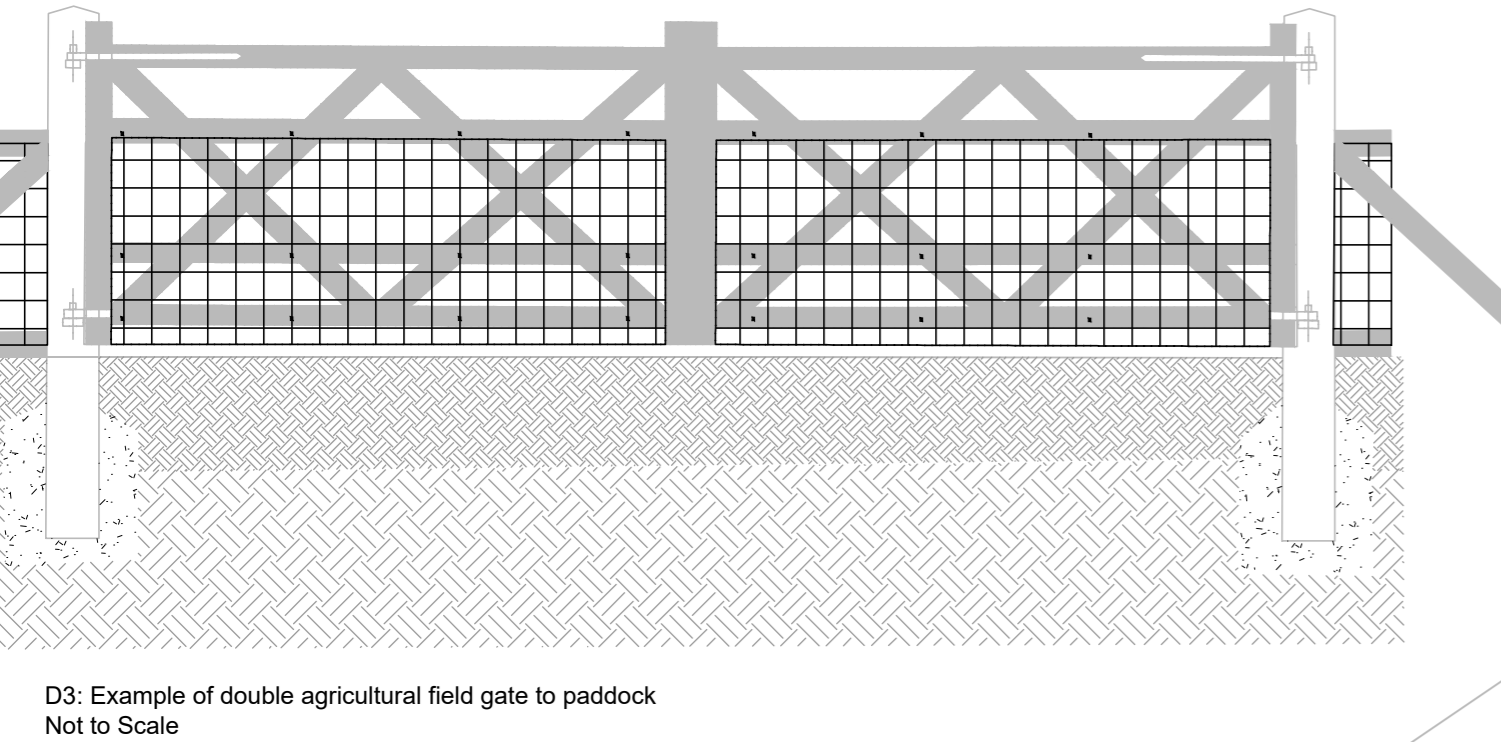
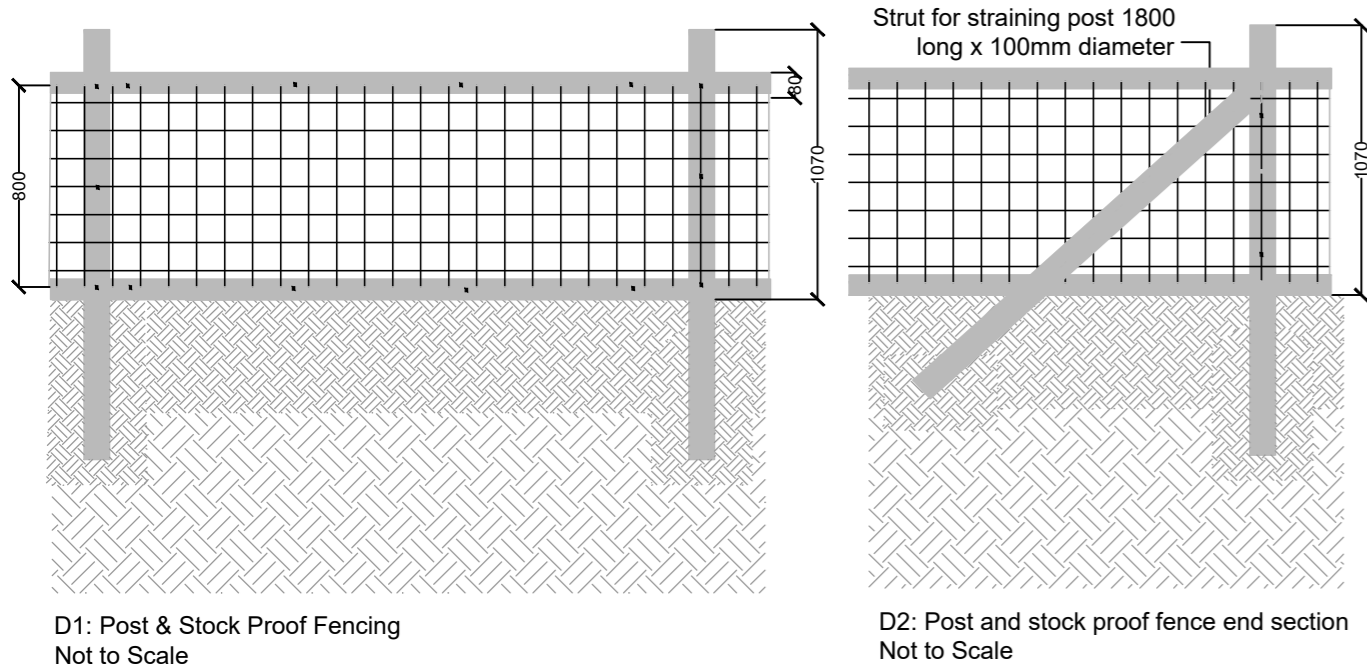
Title  
Illustrative Landscape Masterplan

Scale	Size	Date	Drawn	Checked
1:500	A2	Aug 21	IWK	SEI
Status Planning			Revision P06	

Drawing no.  
22116-IYL-00-XX-DR-L-2000

**Timber post and stock proof fencing:**

- Square posts, peeled and pointed pressure treated softwood
- End posts to be rammed into ground
- Stock proof or pig netting fencing to be galvanised 80cm high with 8 horizontal wires and 30cm between vertical stay wires. 2.5mm top and bottom wires, 2mm middle wires - fencing to be fixed in place with galvanised staples to top and bottom half round wooden rails (80mm) at regular intervals
- Wires should be finished off at end posts with a double U bend.



**TREES**

**Tree Species to Field**

Hornbeam, Carpinus betulus  
Field Maple, Acer campestre

**Tree Species at Entrance**

Field Maple, Acer campestre  
Amelanchier  
Rowan, Sorbus aucuparia

**NATIVE HEDGEROW**

Hedgerow species to repeat locally used species and the traditional % mix

Cornus sanguinea (Common Dogwood)	20%
Corylus avellana (Hazel)	15%
Crataegus monogyna (Quick Thorn)	20%
Euonymus europaeus (Spindle)	5%
Prunus avium (Wild Cherry)	5%
Prunus cerasifera myrobalan (Myrobalan Cherry)	5%
Prunus spinosa (Blackthorn/Sloe)	10%
Rosa canina (Dog Rose)	5%
Viburnum lantana (Wayfaring Tree)	5%
Viburnum opulus (Guelder Rose)	5%
Sorbus torminalis (Wild Service Tree)	5%

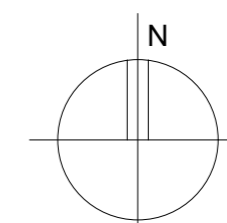
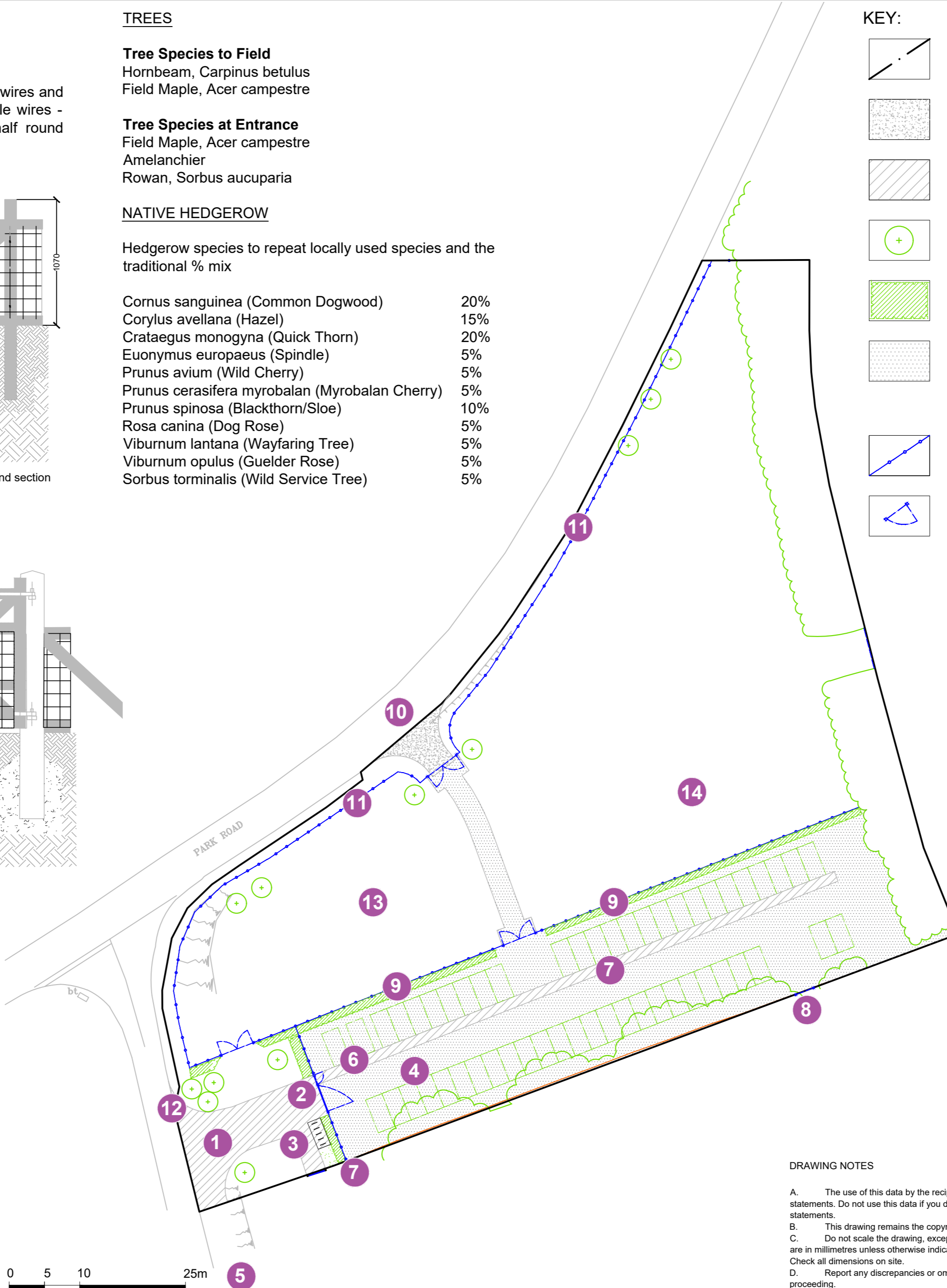
**KEY:**

- Site boundary
- Tarmac  
Type: Bitumen Macadam
- Loose stone  
Type: MOT Type 1
- Proposed tree planting  
Type: Native
- Proposed hedge  
Type: Native
- Reinforced Grass Surface  
Existing grass surface maintained. Within existing stoned area surface changed to grass. All grass reinforced below ground level.
- Post and rail fence  
Type: 1.2m post and stock proof fencing with top and bottom bars
- Proposed gate  
Type: As annotated

**NOTES**

- Existing access to church car park from road retained - existing surface material retained
- Existing pedestrian and vehicular gate to the church yard (at point 8) to be moved to car park entrance
- Cycle Rack Decorative Modular - Single sided 6 spaces - in black colour
- Existing area of grass currently utilised informally for temporary car park to be developed as a permanent car park for the church and community use (provision for no. 52 spaces)
- Disabled parking and informal parking for day to day visitors provided on existing parking surfacing at the front of the church
- Allowance for two additional disabled parking bays.
- Part of existing surfacing retained for path to church gates allowing for ease of access - the rest of the surfacing is to be reinstated as grass surface
- Reinstatement of boundary wall and ornamental gate to provide easier access to the church yard. In accordance with planning consent P1653/20/FUL
- Proposed native hedge planting to screen views of the car park from the road
- Proposed new exit from car park onto Park Road - surfaced with tarmac.
- Proposed post and stock proof fencing with top and bottom rails ensuring clear views are maintained towards the church from the road but allowing the paddock to be grazed.
- Proposed native trees planting filter views of the car park from the road.
- Area to be planted by the Hartpur Heritage Trust as an orchard with traditional and local varieties.
- Existing fruit trees within the boundary of the car park to be lifted and replanted within the orchard area.

P03	25.01.22	Minor Updates	NW	SEI
P02	23.09.21	SECOND ISSUE - Minor Updates to Drawing	NW	SEI
P01	19.08.21	Landscape Plan	IWK	SEI
REV	DATE		BY	CHKD



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Scale	Size	Date	Drawn	Checked
1:500	A2	Aug 21	IWK	SEI
Status	Revision			
PLANNING	P03			

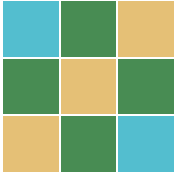
Drawing no. 22116-IYL-00-XX-DR-L-2001

**illmanyOUNG**

Project  
Car Park Adjacent to Hartpur Church

Client  
Hartpur Heritage Trust

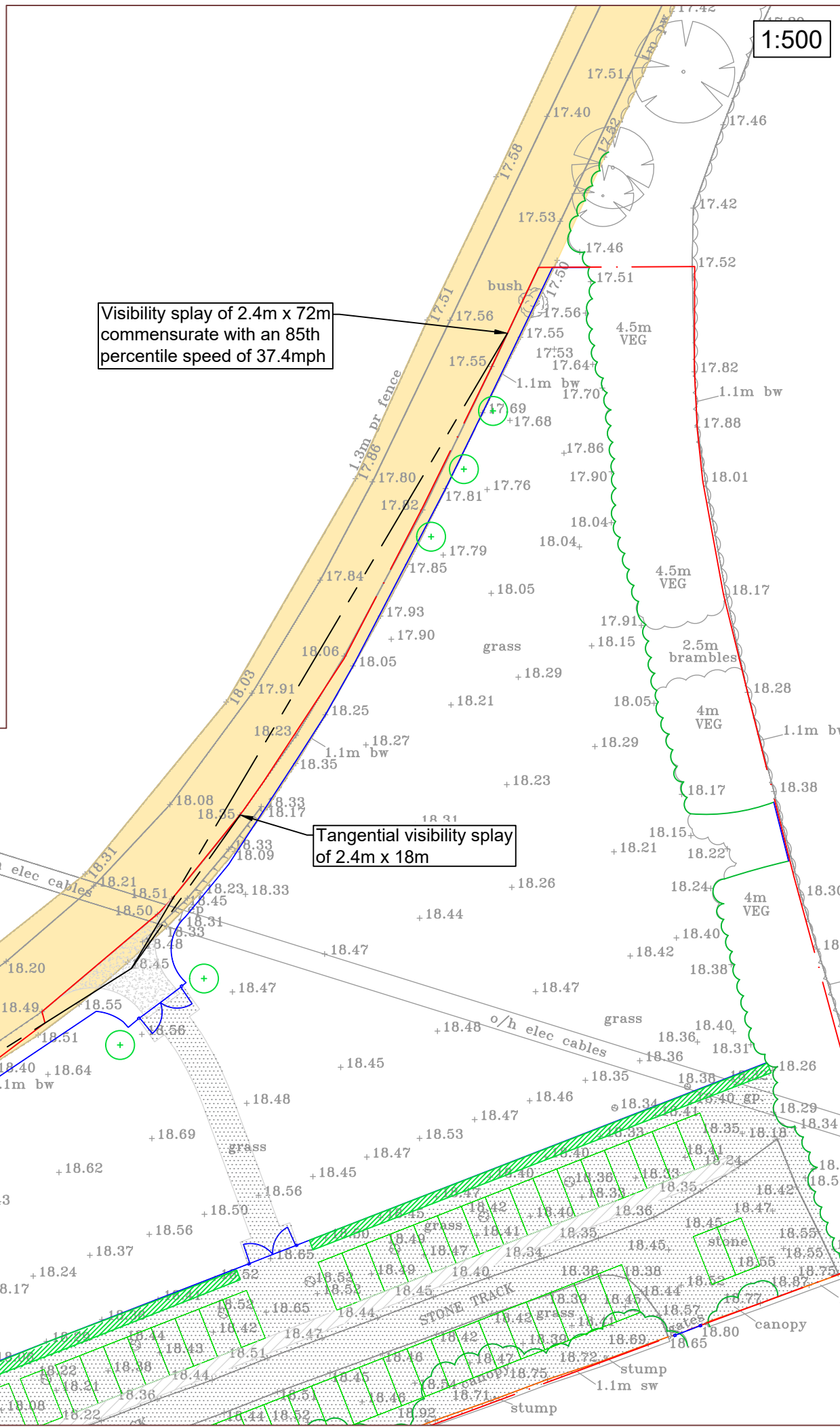
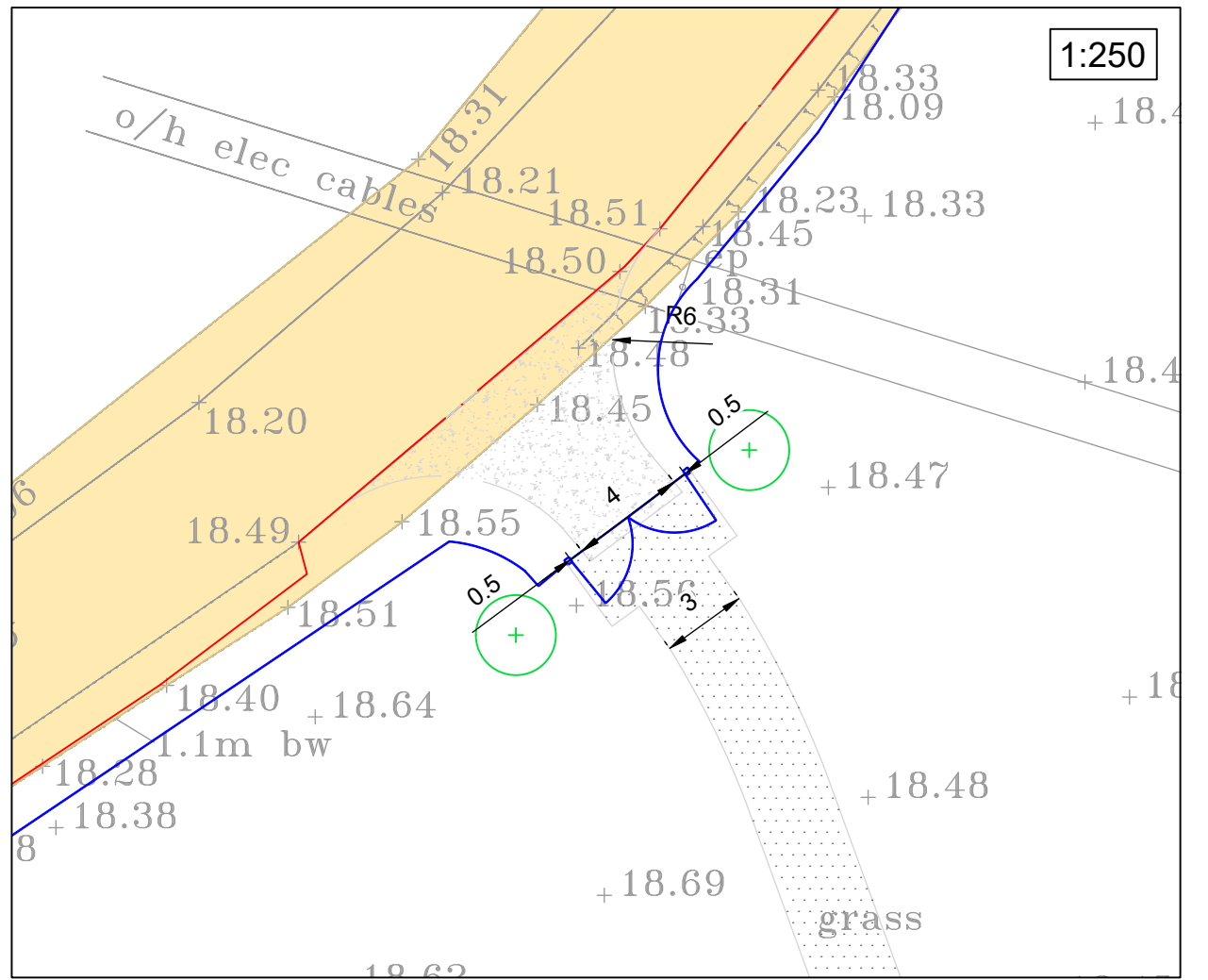
Title  
Landscape Plan



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## Appendix E

Access Arrangement Drawing - SK01A



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
  2. This drawing is based on the Topographical Survey undertaken by Ruxton Surveys in June 2021 and Illman Young's Sketch layout received January 2022.
  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.
  4. Work to be undertaken in accordance with the Gloucestershire County Council Technical Specification for New Streets.

Extent of adopted highway obtained from GCC on OS mapping and plotted 'best fit' on topographical survey.

A	31.01.22	Updated Site Layout	MW	JS
Rev	Date	Details	Drawn by	Checked by



CLIENT:  
**Hartpury Heritage Trust**

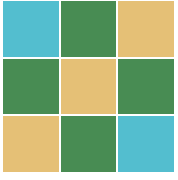
PROJECT:  
**St Marys Church, Hartpury**

TITLE:  
**Site Egress Arrangements**

STATUS:  
**PLANNING**

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
As Stated	13.09.21	MW	JS	JS
JOB NO:	DRAWING NO:	REVISION:		
21-0405	SK01	A		





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## Appendix F

Highway Boundary Data



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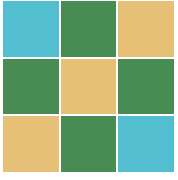


Scale @A4: 1:2500

DATE: 30/06/2021

Please refer to the accompanying written material for an explanation of the information shown.  
 Please also note that the publicly maintainable highway boundary has been marked in accordance  
 with records examined by Glos. County Council, and in the absence of evidence to the contrary.

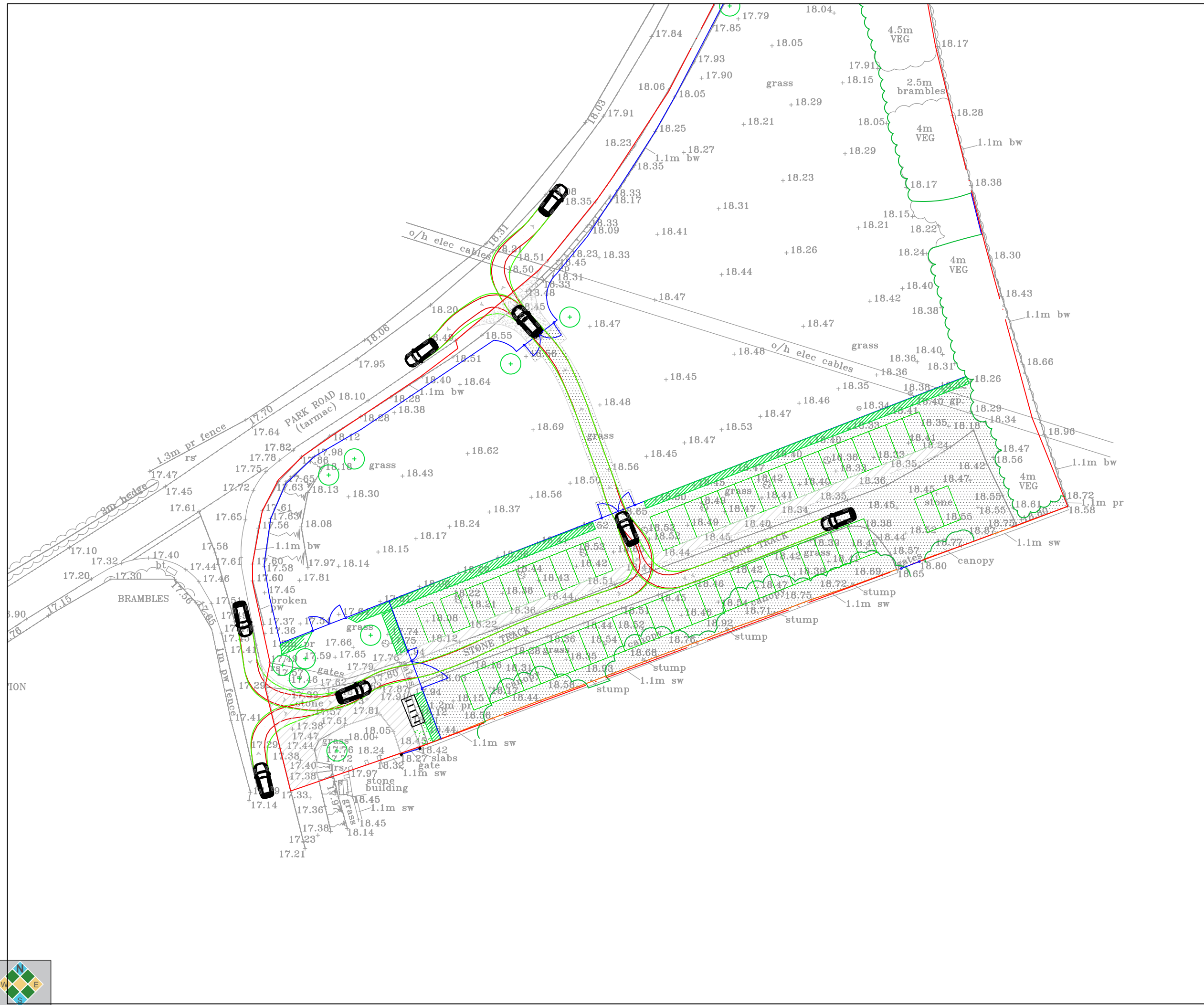




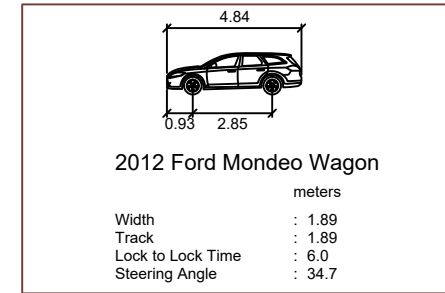
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## Appendix G

Swept Path Analysis - SP01A / SP02A



- Notes:**
1. Do not scale from this drawing. All dimensions are in metres, unless stated otherwise.
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  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.
  4. Work to be undertaken in accordance with the Gloucestershire County Council Technical Specification for New Streets.



A	31.01.22	Updated Site Layout	MW	JS
Rev	Date	Details	Drawn by	Checked by



CLIENT:  
**Hartpur Heritage Trust**

PROJECT:  
**St Marys Church,  
 Hartpur**

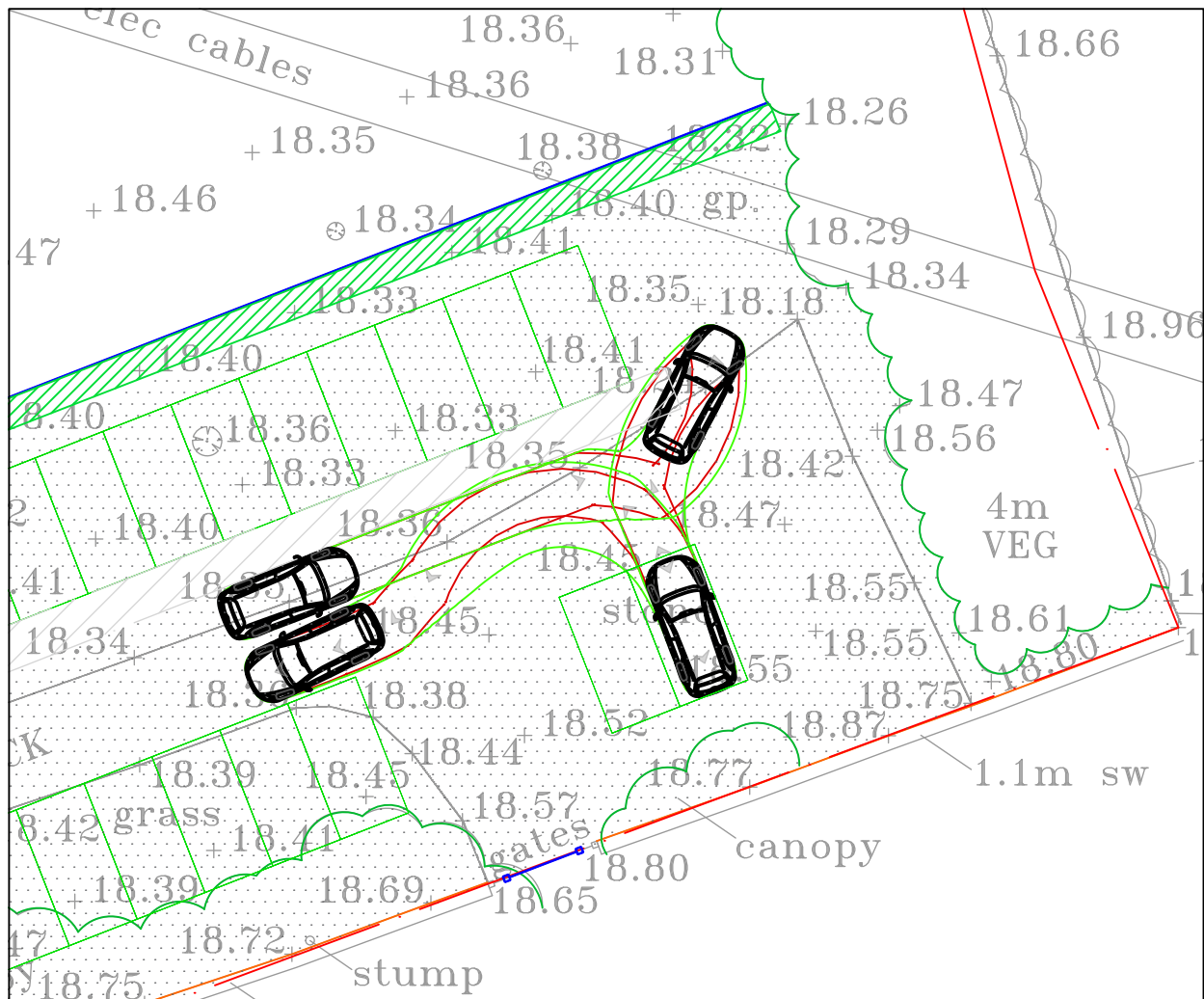
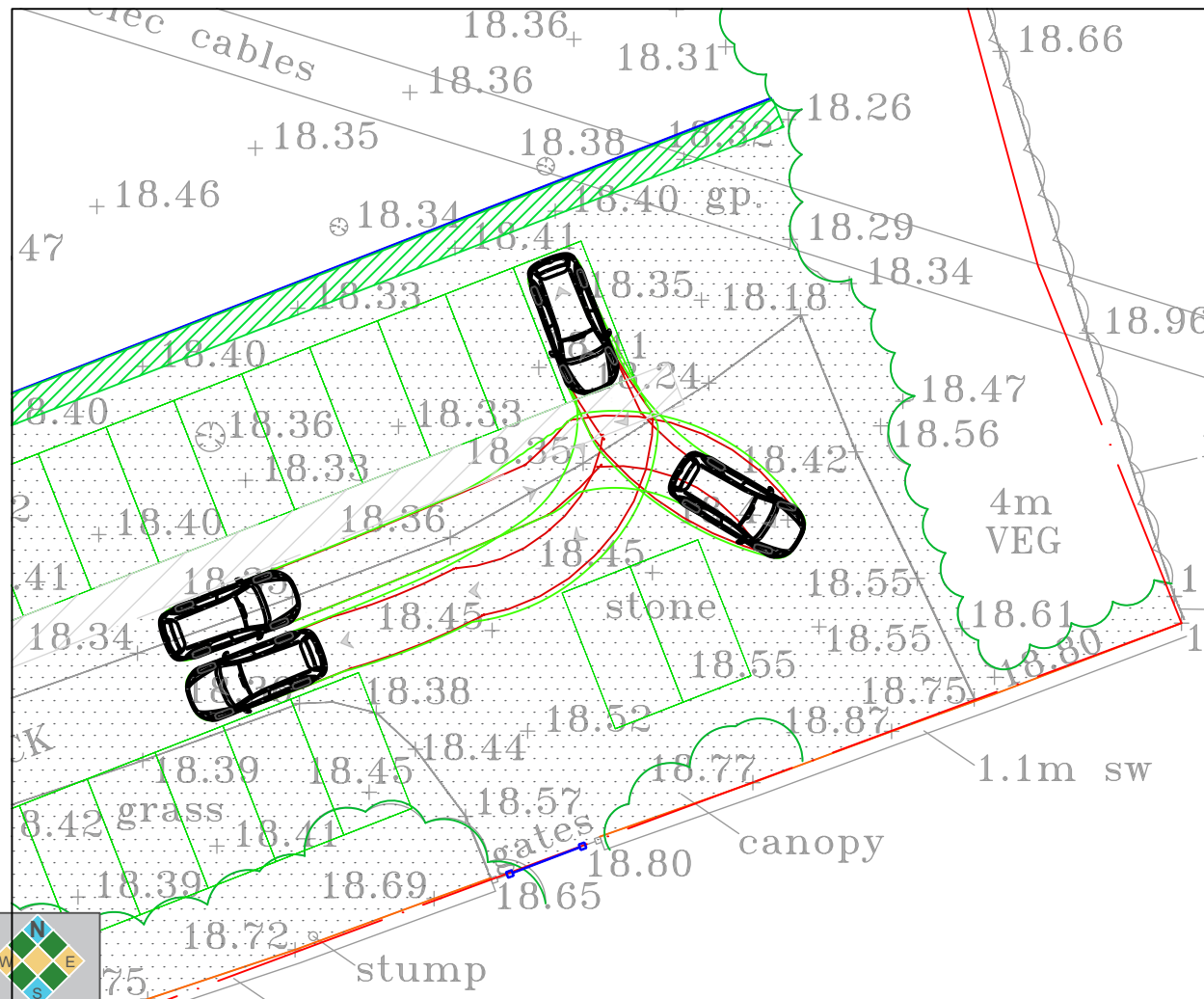
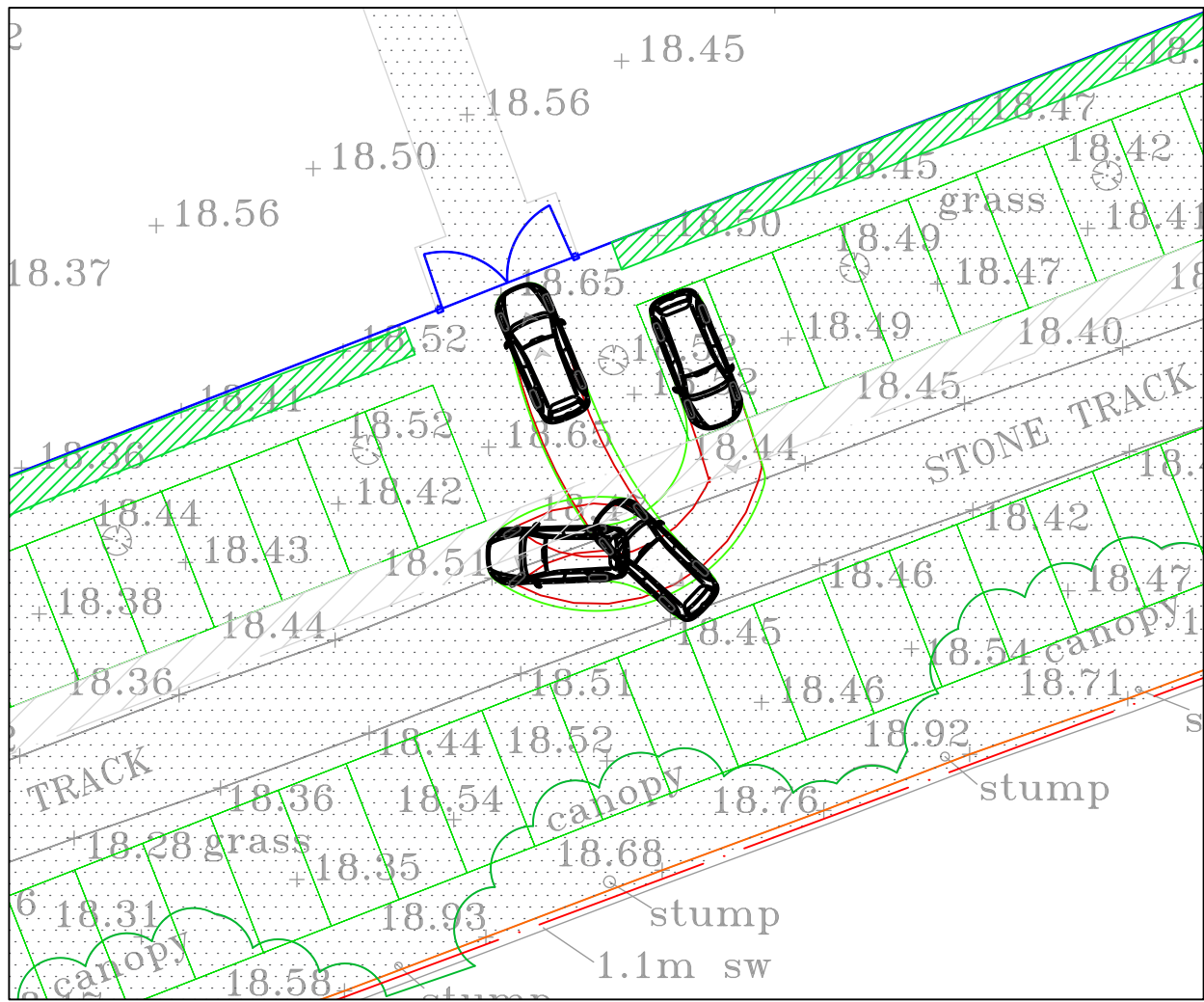
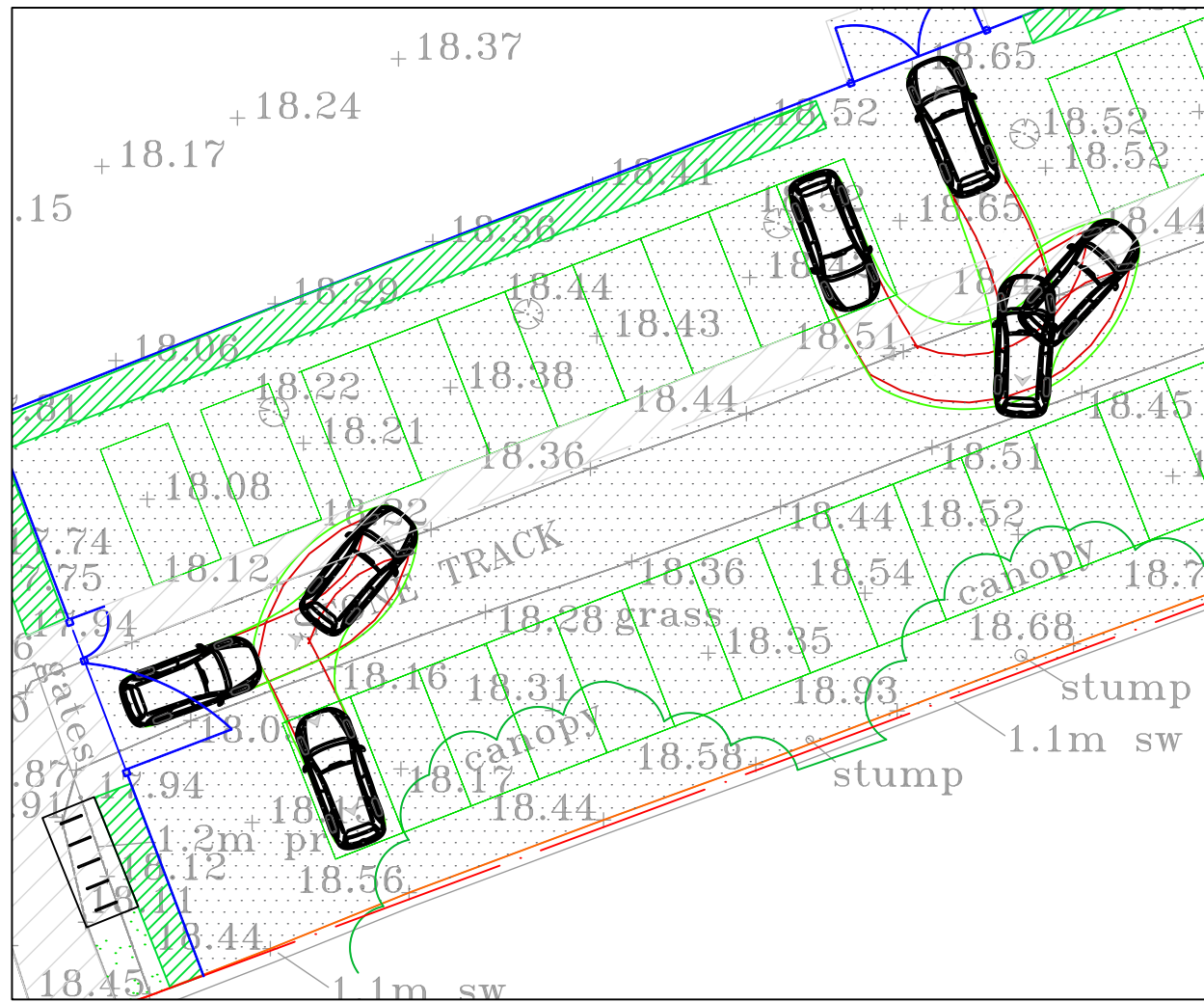
TITLE:  
**Swept Path Analysis -  
 Estate Car**

STATUS:  
**PLANNING**

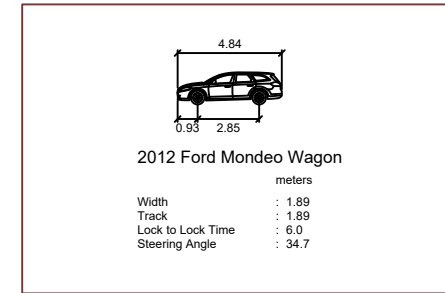
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1:500	13.09.21	MW	JS	JS
JOB NO:	DRAWING NO:	REVISION:		
21-0405	SP01	A		







- Notes:**
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  2. This drawing is based on the Topographical Survey undertaken by Ruxton Surveys in June 2021 and the Illman Young's Sketch Layout received January 2022.
  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.
  4. Work to be undertaken in accordance with the Gloucestershire County Council Technical Specification for New Streets.



Rev	Date	Details	Drawn by	Checked by
A	31.01.22	Updated Site Layout	MW	JS



CLIENT:  
**Hartpur Heritage Trust**

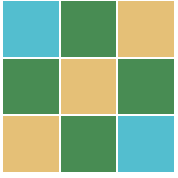
PROJECT:  
**St Marys Church,  
 Hartpur**

TITLE:  
**Swept Path Analysis -  
 Car Parking**

STATUS:  
**PLANNING**

SCALE @ A3:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:250	13.09.21	MW	JS	JS
JOB NO:	DRAWING NO:	REVISION:		
21-0405	SP02	A		





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