

CLATFORD ARMS, GOODWORTH CLATFORD, HAMPSHIRE

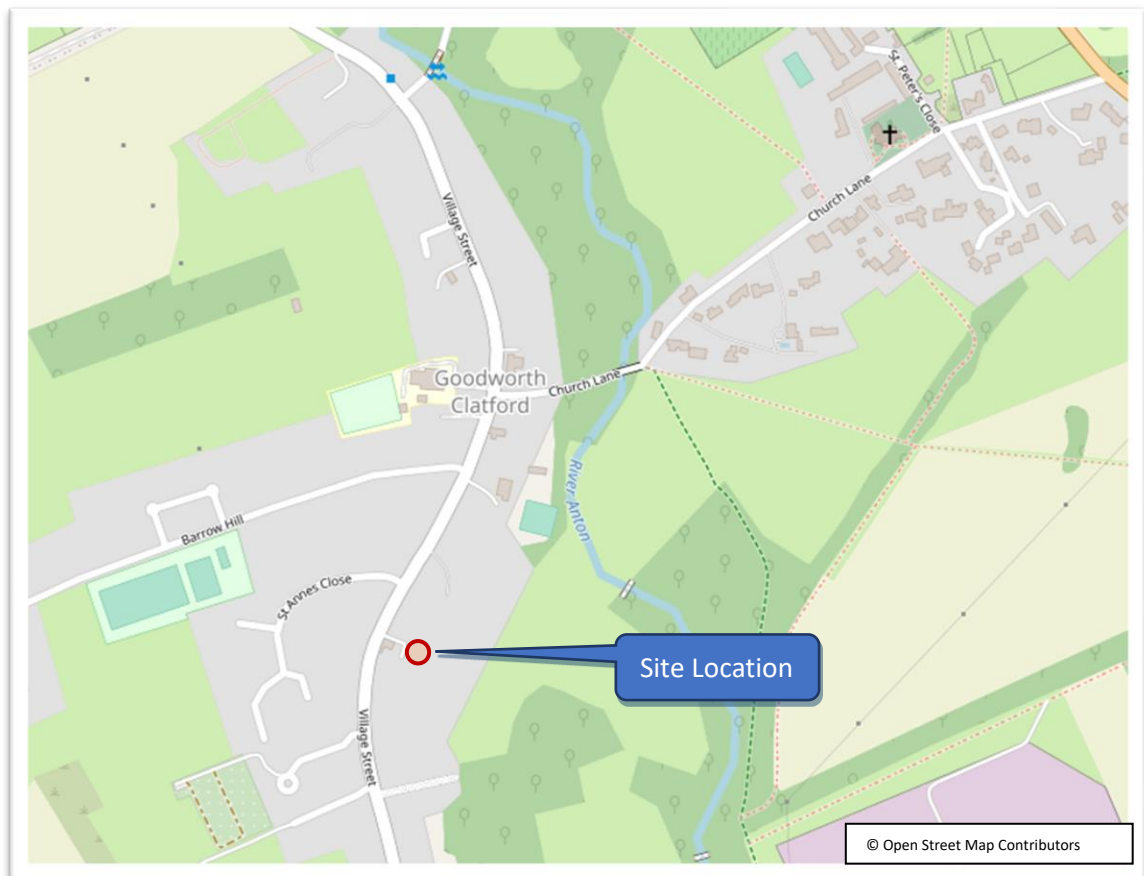
TRANSPORT NOTE – REVISION A

1 Introduction

1.1 Condon Transport Ltd. (CT) have been appointed by Gid Wells to provide transport and highways services to support a planning application for the erection of a single dwelling on land to the rear of the Clatford Arms in Goodworth Clatford, Hampshire.

1.2 The site location is shown in **Figure 1.1** below:

Figure 1.1: Site Location Plan



1.3 The site is subject to a planning application (Ref: 23/02504/FULL) for the erection of a dwelling and garage.

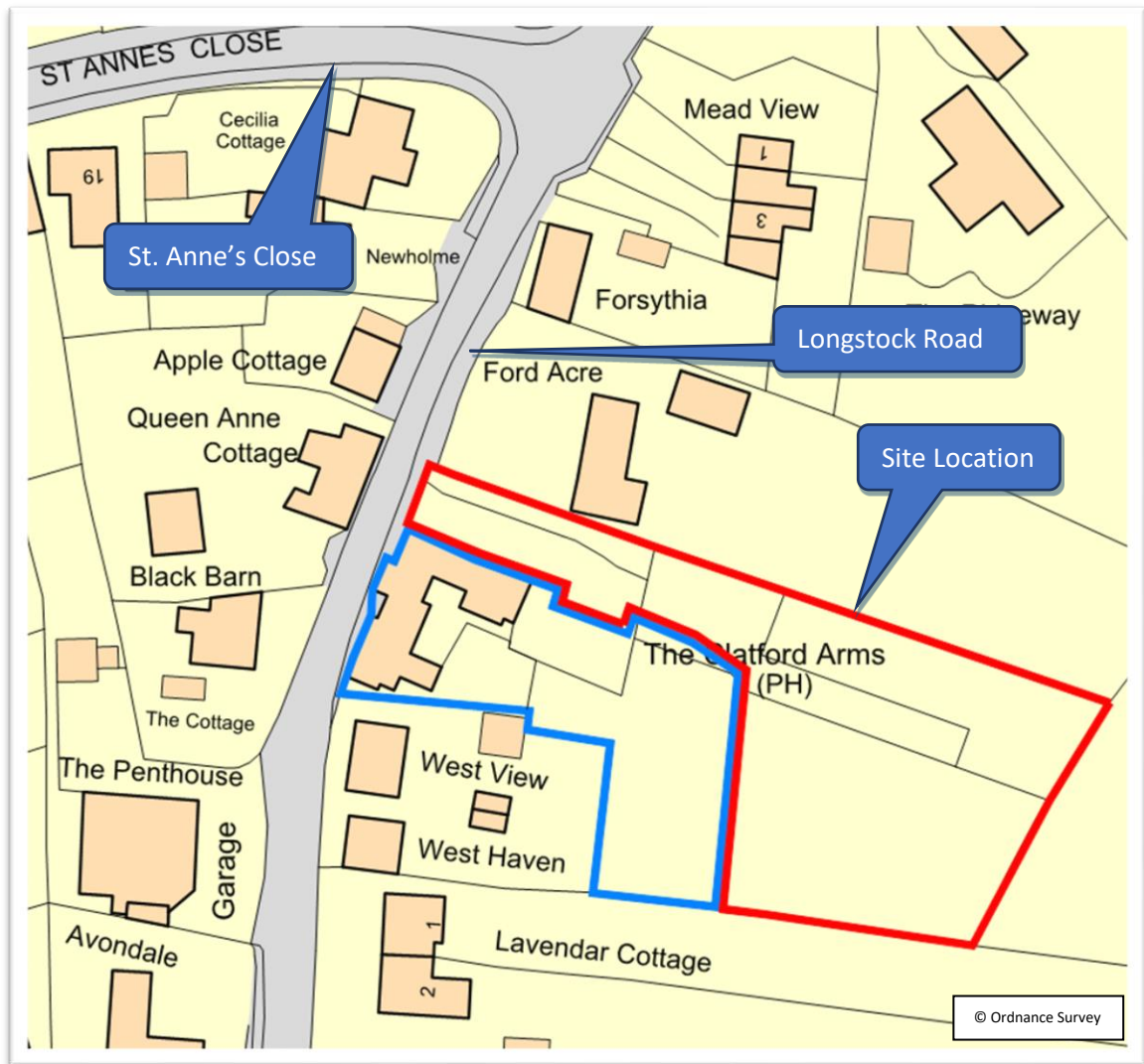
1.4 Hampshire County Council (HCC) as the local highway authority have requested a plan showing the visibility splays at the site access. Their full responses are included in **Appendix A**.

1.5 This Technical Note (TN) has been prepared to provide this information and to provide justification on why the existing site access is suitable to serve the proposed development.

2 Existing Conditions

- 2.1 The Site is located on Longstock Road, some 65m south of the junction with St. Anne’s Close as shown in **Figure 2.1** below:

Figure 2.1: Site Location in Local Context



- 2.2 In the vicinity of the site, Longstock Road is subject to a 30mph speed limit and is lightly trafficked. There are footways on the eastern side of the road, across the site frontage and north to St Anne’s Close.

Site Access

- 2.3 The existing site access comprises a private access to the existing pub car park, and takes the form of a vehicle crossover as shown in **Figure 2.2** and **Figure 2.3** overleaf:

Figure 2.2: Existing Site Access Looking North



Figure 2.3: Existing Site Access Looking South



- 2.4 Manual for Streets (MfS) and MfS2 notes that the ‘y’ distance is measure along the nearside kerb for simplicity, although vehicles will normally be travelling at a distance from the kerb line. To reflect this, Hampshire’s Technical Guidance Note 3 (TGN3) stipulates that the ‘y’ distance can be measured 0.3m into the carriageway.
- 2.5 TGN3 also notes that for a vehicle crossover, such as the current access arrangement, an ‘x’ distance of 2.0m can be used.
- 2.6 Based on the above information, the existing access provides the following achievable visibility splays when based on a 2.0m ‘x’ distance:
- To the north: 2.4m x 36m (with the ‘y’ distance measured 0.3m into the carriageway);
 - To the south: 2.0m x 16m (with the ‘y’ distance measured 0.3m into the carriageway).
- 2.7 The required and achievable visibility splays are shown in **Appendix B**.
- 2.8 However, it should be noted that paragraph 10.5.9 of MfS2 states:
- “The Y distance should be based on the recommended SSD values. However, based on the research referred to above, unless there is evidence to contrary, a reduction in visibility below recommended levels will not necessarily lead to a significant problem.”*
- 2.9 As demonstrated below in the Traffic Collision Data review, there is no evidence to suggest that there is an existing problem with reduced visibility at the existing access. Therefore, additional development trips associated with the proposed single dwelling would not lead to a significant road safety issue.
- 2.10 Indeed, the existing pub use generates a number of vehicle movements in and out of the site access throughout the day. This is acknowledged by the LHA in their consultation response.
- 2.11 However, in their consultation response, the LHA are suggesting that the trips associated with the single dwelling would occur at different times of the day compared to the existing pub use. As a result, drivers using Longstock Road would not be used to vehicles using the site access at other times of the day.
- 2.12 Trip rates for Pubs / Restaurant have been taken from the TRICS 7.10.3 database. A pub the size of the Clatford Arms, 250sqm Gross Floor Area (GFA), could generate in the region of between 170 two-way vehicle trips per day. These would all use the existing access. These would typically start at 10:00 as staff arrive to open the pub for the day up to 00:00 as the pub closes in the evening. From midday until 21:00, the busiest times for pub trade, there could be

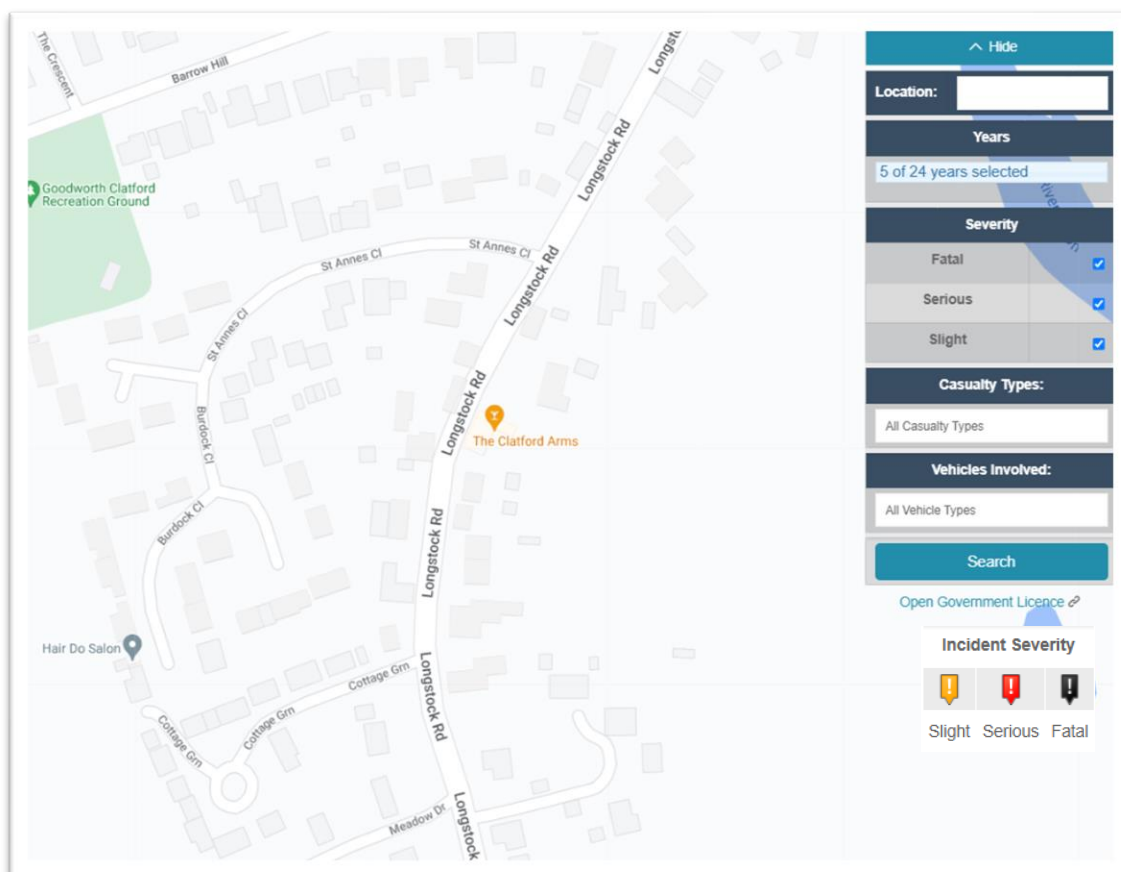
between 10 and 20 two-way movements per hour. The TRICS Outputs are included in **Appendix C**.

- 2.13 The TRICS trip rate database does not contain any sites of a single dwelling and so has not been used to identify vehicle trip rates for the proposed development.
- 2.14 Based on experience, the proposed development of a single dwelling would typically generate between 4 and 6 two-way vehicle movements per day. Of these, one or two of these trips may occur before 10:00. The remaining trips would occur whilst the pub is open.
- 2.15 Whilst there may be additional trips using the site access outside of the pub's normal opening hours, it would be unreasonable to assume that drivers travelling along Longstock Road would not be prepared for additional vehicle movements at the site access at these times.

Traffic Collision Data

- 2.16 As shown in **Figure 2.4** below, a review of the CrashMap website shows that there have been no recorded vehicle collisions that have occurred at the site access, or adjacent accesses along Longstock Road in the past five years preceding the date of this TN.

Figure 2.4: Extract from CrashMap Website (Most Recent 5 Years)



- 2.17 CrashMap uses official data published by the Department for Transport based on records submitted to them by police forces. The records relate only to personal injury accidents on public roads that are reported to the police, and subsequently recorded, using the STATS19 accident reporting form.
- 2.18 On this basis, it is clear that there is no evidence to suggest that the existing access, nor the other private accesses onto Longstock Road are unsafe. As a result, the existing site access would be suitable to accommodate traffic generated by a single dwelling in accordance with Manual for Streets. Nor would the development result in an unacceptable impact on highway safety, so it would be compliant with the National Planning Policy Framework (NPPF) Para 111.
- 2.19 In view of the above, the proposed traffic generation would not result in a severe impact on the operational performance of Longstock Road. Nor will it have an unacceptable impact on highway safety.

3 Conclusion

- 3.1 The proposed development comprises the erection of a single dwelling to the rear of the Clatford Arms pub. This dwelling will share the existing access to the pub car park without any detrimental impact. The internal site layout allows appropriate vehicles to enter and exit the site in a forward gear, along with parking provision in accordance with local parking standards. As such there are no justifiable highways and transportation reasons why the site should not be developed as proposed.



Condon Transport Ltd.
6 December 2023

APPENDIX A

HCC Consultation Response

Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire SP10 3AJ

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375

Fax: 01962 847055

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Enquiries To Alistair McMurray

My reference 051238

Direct Line

Your reference 23/02504/FULLN

Date 26 October 2023

Email TestValleyDC@hants.gov.uk

Dear Mrs Nethersole,

The Clatford Arms, Longstock Road, Goodworth Clatford, SP11 7RN

Erection of dwelling and garage and construction of access

The Highway Authority's comments are based upon the supporting information submitted by the applicant, i.e. – drawings, plans and dimensions. The Highway Authority has not been made aware of any departures from this information by TVBC that should be considered and as such the assessment of the proposal is provided against this context.

The application site has some pertinent planning history in highways terms with a previous application being withdrawn (22/01389/FULLN) for the erection of 2 swellings.

Prior to its withdrawal, the Highway Authority provided a consultation response culminating in a standing objection based on a number of areas of concern including the ability of the scheme in regard to the red line, vehicular visibility splays and refuse collection.

The current application proposes the erection of one dwelling and an associated garage.

Following review of the present scheme the applicant is still required to submit visibility splay drawings at the site access. Whilst it is noted that the applicant relies on the intensification of only one dwelling, it is for a residential use and as such would be

Director of Hampshire 2050
Gary Westrbook

subject to use at differing times to the public house and whilst the access is long established, drivers would be used to vehicle accessing egressing the site ant particular times of the day.

In regard to internal site layout, it is considered that there is sufficient manoeuvring space for vehicles to access, egress and turn within the confines of the site in a safe and efficient manner.

It is noted that TVBC Environmental services have been consulted for their views on refuse collection and have raised no objections, however if the public house use ceased top exist then the dwelling would lie outside the maximum drag distances for residents and TVBC would need to take a view on this in regard to future occupiers of the dwellings.

Yours sincerely,

Alistair McMurray

Director of Hampshire 2050
Gary Westbrook

Test Valley Borough Council
Beech Hurst
Weyhill Road
Andover
Hampshire SP10 3AJ

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<i>Enquiries To</i>	Alistair McMurray	<i>My reference</i>	051588
<i>Direct Line</i>		<i>Your reference</i>	23/02504/FULLN
<i>Date</i>	17 November 2023	<i>Email</i>	TestValleyDC@hants.gov.uk

Dear Mrs Nethersole,

The Clatford Arms, Longstock Road, Goodworth Clatford, SP11 7RN

Erection of dwelling and garage and construction of access

The Highway Authority provided a previous consultation response requiring the applicant to submit a drawing demonstrating visibility splays.

In response the applicant has commissioned a Highways Consultant to submit a supporting Technical Note which seeks to justify a lower level of visibility based upon calculations within Manual for Streets.

The applicant's Highway Consultants should be aware that the relevant guidance is contained within Hampshire's Technical Guidance Note 3 which is based upon Manual for Streets, however, contains HCC specific requirements.

The Technical Guidance would demonstrate that HCC would accept an "X" distance of 2m rather than the 2.4m utilised within their calculations.

The Technical Note also includes PIA data from the "CrashMap" website.

The applicant's Highway Consultant should be aware that HCC does not accept data from the "CrashMap" website and if PIA data is required it should be obtained from Hampshire Constabulary.

Director of Hampshire 2050
Gary Westrbook

Notwithstanding the above, following review it would be considered unreasonable to ask the applicant to revisit the whole Technical Note and it should be reiterated that a drawing should be provided in line with TGN3.

If visibility splays fully in line with TGN3 cannot be achieved, then the drawings should demonstrate the maximum visibility splays available and the Highway Authority will assess the proposal on its merits.

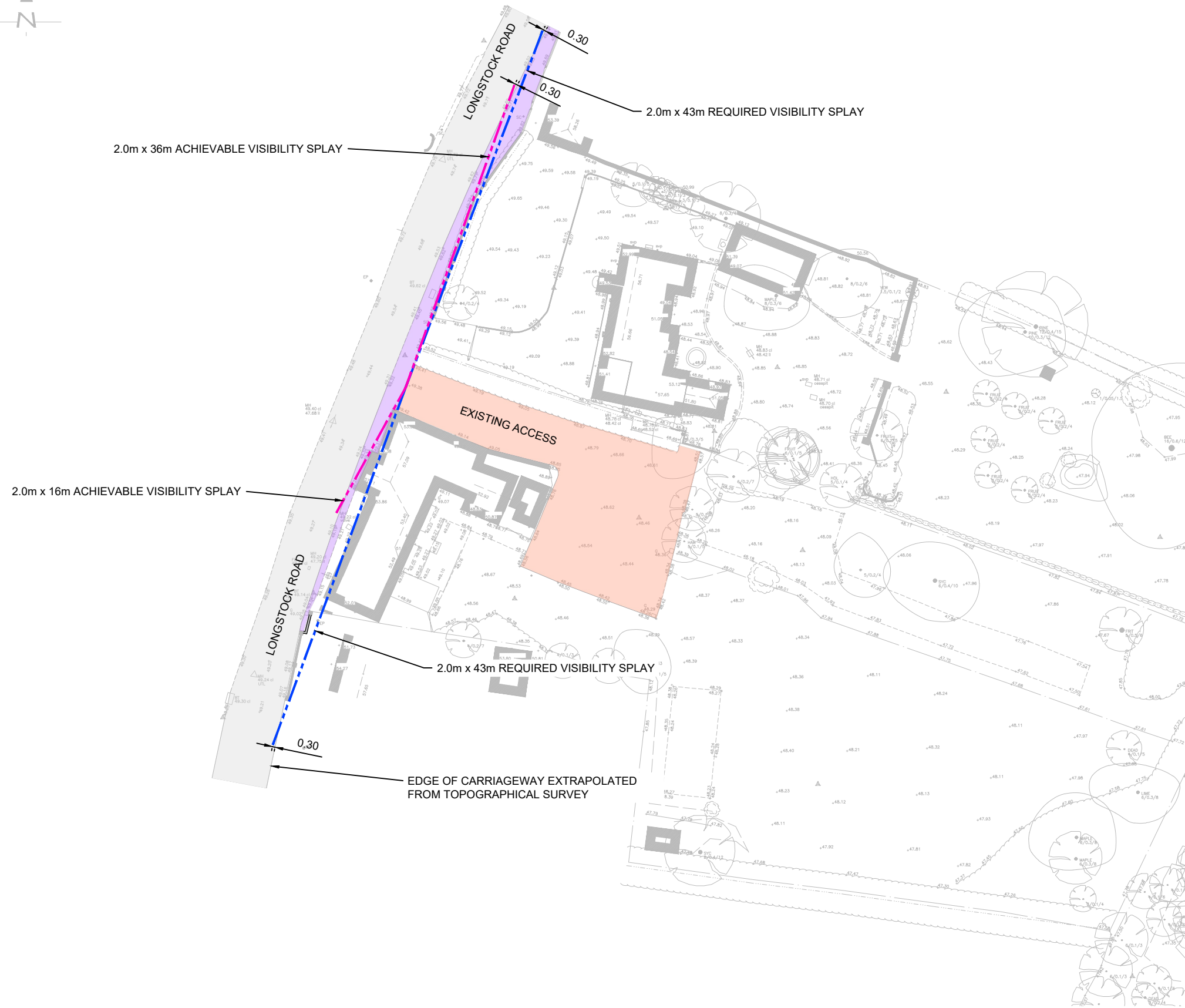
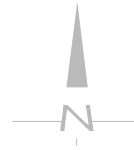
Yours sincerely,

Alistair McMurray

Director of Hampshire 2050
Gary Westbrook

APPENDIX B


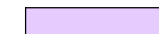



Access Visibility Plans



NOTES

1. Do not scale from this drawing.
2. This drawing is for illustrative purposes only and not for construction.
3. This drawing is to be read and printed in colour.
4. All dimensions are shown in metres, unless specified otherwise.

KEY

-  Existing Carriageway
-  Existing Footway
-  Existing Access and Car Park
-  Required Visibility Splay
-  Achievable Visibility Splay

A 'Y' distance offset changed to 0.3m BJC - 21.11.2023

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
Gid Wells

PROJECT:
**Land at Clatworth Arms
Goodworth Clatford**

DRAWING TITLE:
**Existing Site Access
Visibility Splays
2.0m 'X' Distance**

SCALES:	1:500	SHEET SIZE:	A3
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DRAWN:	BJC	CHECKED:	PD	DATE:	06.11.2023
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DRAWING NUMBER:	23001-002	REVISION:	A
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APPENDIX C

TRICS Output

Condon Drew Associates Ltd 10 Victoria Street Bristol

Licence No: 761001

Filtering Summary

Land Use	06/C	HOTEL, FOOD & DRINK/PUB/RESTAURANT
Selected Trip Rate Calculation Parameter Range	112-500 sqm GFA	
Actual Trip Rate Calculation Parameter Range	400-450 sqm GFA	
Date Range	Minimum: 01/01/15	Maximum: 14/05/22
Parking Spaces Range	All Surveys Included	
Days of the week selected	Friday	1
	Saturday	1
	Sunday	1
Main Location Types selected	Edge of Town	2
	Neighbourhood Centre (PPS6 Local Centre)	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,000 or Less	1
	5,001 to 10,000	1
	10,001 to 15,000	1
Population <5 Mile ranges selected	25,001 to 50,000	2
	100,001 to 125,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	3

Calculation Reference: AUDIT-761001-231106-1150

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 06 - HOTEL, FOOD & DRINK

Category : C - PUB/RESTAURANT

TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	DC DORSET	1 days
09	NORTH	
	DH DURHAM	1 days
	FU WESTMORLAND & FURNESS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 400 to 450 (units: sqm)
 Range Selected by User: 112 to 500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 14/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday 1 days
 Saturday 1 days
 Sunday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 2
 Neighbourhood Centre (PPS6 Local Centre) 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone 1
 Retail Zone 1
 Village 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

Site(1):	DC-06-C-02	Gross floor area:	400 sqm
Development Name:	PUB/RESTAURANT	Parking spaces:	52
Location:	DORCHESTER	No of Employees:	27
Postcode:	DT1 2AB	Survey Date:	18/09/16
Main Location Type:	Edge of Town	Survey Day:	Sunday
Sub-Location Type:	Residential Zone		
PTAL:	n/a		
Site(2):	DH-06-C-02	Gross floor area:	450 sqm
Development Name:	PUB/RESTAURANT	Parking spaces:	43
Location:	BISHOP AUCKLAND	No of Employees:	10
Postcode:	DL14 9AE	Survey Date:	31/03/17
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub-Location Type:	Retail Zone		
PTAL:	n/a		
Site(3):	FU-06-C-01	Gross floor area:	450 sqm
Development Name:	PUB/RESTAURANT	Parking spaces:	26
Location:	NEAR KENDAL	No of Employees:	18
Postcode:	LA8 8HQ	Survey Date:	14/05/22
Main Location Type:	Neighbourhood Centre (PPS6 Local Centre)	Survey Day:	Saturday
Sub-Location Type:	Village		
PTAL:	n/a		

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

TOTAL VEHICLES

Calculation factor: 100 sqm

Estimated TRIP rate value per 250 SQM shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated Trip Rate	No. Days	Ave. GFA	Trip Rate	Estimated 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												
08:00 - 09:00												
09:00 - 10:00												
10:00 - 11:00	3	433	0.538	1.346	3	433	0.231	0.577	3	433	0.769	1.923
11:00 - 12:00	3	433	1.769	4.423	3	433	0.615	1.538	3	433	2.384	5.961
12:00 - 13:00	3	433	5.154	12.885	3	433	1.923	4.808	3	433	7.077	17.693
13:00 - 14:00	3	433	3.923	9.808	3	433	2.846	7.115	3	433	6.769	16.923
14:00 - 15:00	3	433	2.154	5.385	3	433	3.846	9.615	3	433	6.000	15.000
15:00 - 16:00	3	433	3.615	9.038	3	433	3.077	7.692	3	433	6.692	16.730
16:00 - 17:00	3	433	3.231	8.077	3	433	3.231	8.077	3	433	6.462	16.154
17:00 - 18:00	3	433	4.385	10.962	3	433	2.846	7.115	3	433	7.231	18.077
18:00 - 19:00	3	433	3.231	8.077	3	433	2.692	6.731	3	433	5.923	14.808
19:00 - 20:00	3	433	2.923	7.308	3	433	3.538	8.846	3	433	6.461	16.154
20:00 - 21:00	3	433	1.615	4.038	3	433	2.692	6.731	3	433	4.307	10.769
21:00 - 22:00	3	433	1.154	2.885	3	433	2.769	6.923	3	433	3.923	9.808
22:00 - 23:00	3	433	0.692	1.731	3	433	3.385	8.462	3	433	4.077	10.193
23:00 - 24:00	3	433	0.154	0.385	3	433	0.846	2.115	3	433	1.000	2.500
Total Rates:			34.538	86.348			34.537	86.345			69.075	172.693

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	400 - 450 (units: sqm)
Survey date range:	01/01/15 - 14/05/22
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.