BRIGHT PLAN

TRANSPORT STATEMENT

BROWS FARM GOLF CENTRE

Golf Centre Extension

6627-TS01

January 2024

Prepared on Behalf of Brows Farm Partnership

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Golf Centre Extension

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01	08/12/2023	Preliminary	EJD
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1 INTRODUCTION

1.1.1 This Transport Statement (TS) has been prepared by Bright Plan on behalf of Brows Farm Partnership t support a planning application at Brows Farm, Farnham Road, Liss. The site location is shown in **Figure 1.1**.

Figure 1.1: Site Location

1.1.2 The site currently comprises of a golf centre, and a mixture of commercial and agricultural buildings. The planning application seeks permission for the construction of an extension to the existing golf club, providing additional driving range bays and a clubhouse with a café / bar, as well as an extension to parking facilities. The development would result in the removal of 10 existing outdoor driving range bays, and a practice putting green.

1.2 Planning History

1.2.1 The application site has been subject to two recent planning applications, which include h related elements as follows:

i. **SDNP/14/05448/FUL** – "*Change of use of redundant farm building to B1/B8 including minor extern alterations*".

ii. **SDNP/16/06320/FUL** – "*Change of use of land for use as a nine-hole golf course and an extension to an existing golf driving range building to provide 7 additional bays with car p landscaping*".

iii. **SDNP/23/01785/FUL** – "*Retrospective Application for the removal of existing barns and replacement with new twin span metal barns for E(g) use as part of the Brows Farm business Pa and construction of a small extension to the driving range to provide an education o additional car parking.*".

SDNP/14/05448/FUL

1.2.2 Hampshire County Council (HCC) highways raised no objection to the scheme, and the app was granted planning permission in March 2015.

SDNP/16/06320/FUL

1.2.3 East Hampshire District Council's (EHDC) Traffic Management Team submitted 2 consultation response on 23/03/2017 and 06/04/2017. The first response identified that the proposed parking provision did no meet the requirements. However, the second response, which followed clarification from the appl that the existing parking for neighbouring uses could be shared, confirmed no obje proposals.

1.2.4 HCC highways confirmed visibility at the access onto Farnham Road was adequate to sup development, and noted that whilst the parking proposed did not meet EHDC's parking standards demand for the existing parking spaces on the site would be low during high demand for the golf course, allowing spaces throughout the site to be shared. HCC raised no objection to the scheme.

1.2.5 The application was granted planning permission in November 2017.

SDNP/23/01785/FUL

1.2.6 The application has yet to be determined, however HCC highways have raised no objection to the scheme.

1.3 Scope of Report

1.3.1 This report addresses the site's highways matters against the background of transport planning poli set out in the National Planning Policy Framework (NPPF) and South Downs National Park's (SDNP) loca transport policies. The site's highways design has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS) 1 and 2.

1.3.2 The remainder of this report is comprised of the following:

i. **Section 2** provides an overview of the site's transport planning context including, site accessibili the local road network conditions, and highway safety.

ii. **Section 3** provides an assessment of the proposed development including the proposed acc parking provision, emergency access, and servicing arrangements.

iii. **Section 4** considers the proposed developments anticipated impact on the local highway netw supported by trip generation assessment.

iv. **Section 5** provides a summary of the report's main conclusions.

2 BASELINE CONDITIONS

2.1 Existing Site and Access

2.1.1 The application site is located on the eastern side of Farnham Road, approximately 400m to the wes Liss centre. The site is bordered by a mixture of Farnham Road, and a residential dwelling (Brows Fa Cottage) to the west, a care home and golf course to the south, and agricultural land to the east. The existing site context is shown in **Figure 2.1**.

Figure 2.1: Aerial View of Application Site

2.1.2 The existing site currently has 10 existing driving range bays and a practice putting green in the location of the proposed golf centre extension.

2.1.3 There is currently a total of 111 marked car parking spaces distributed throughout the site, which are unallocated and have a shared use by the existing units. In addition, an additional 20 spaces are to be provided in conjunction with application SDNP/16/06320/FUL.

2.2 Existing Vehicle Access

2.2.1 Vehicle access to the site is currently served from a 7.0m wide bellmouth at the northern corner c site. The existing access arrangement is shown in **Figure 2.2**.

Figure 2.2: Existing Vehicle Access

2.3 Local Road Network

2.3.1 The site fronts onto Farnham Road which runs north-south along the site's western boundary. The road comprises a c.6.0m wide two-way single carriageway, and is subject to a 30mph speed limit ir vicinity of the site access. Farnham Road's carriageway features are shown in **Figure 2.3**.

Figure 2.3: Farnham Road

2.4 Wider Road Network

2.4.1 The application site is situated c.260m to the east of the A3, which is accessible via Farnham Road c.1km to the south, or via the B3006 c.1.5km to the north. The A3 runs between Portsmouth and l providing access locally to Havant, Petersfield and Guildford. The wider road network is demonstrated in **Figure 2.4**.

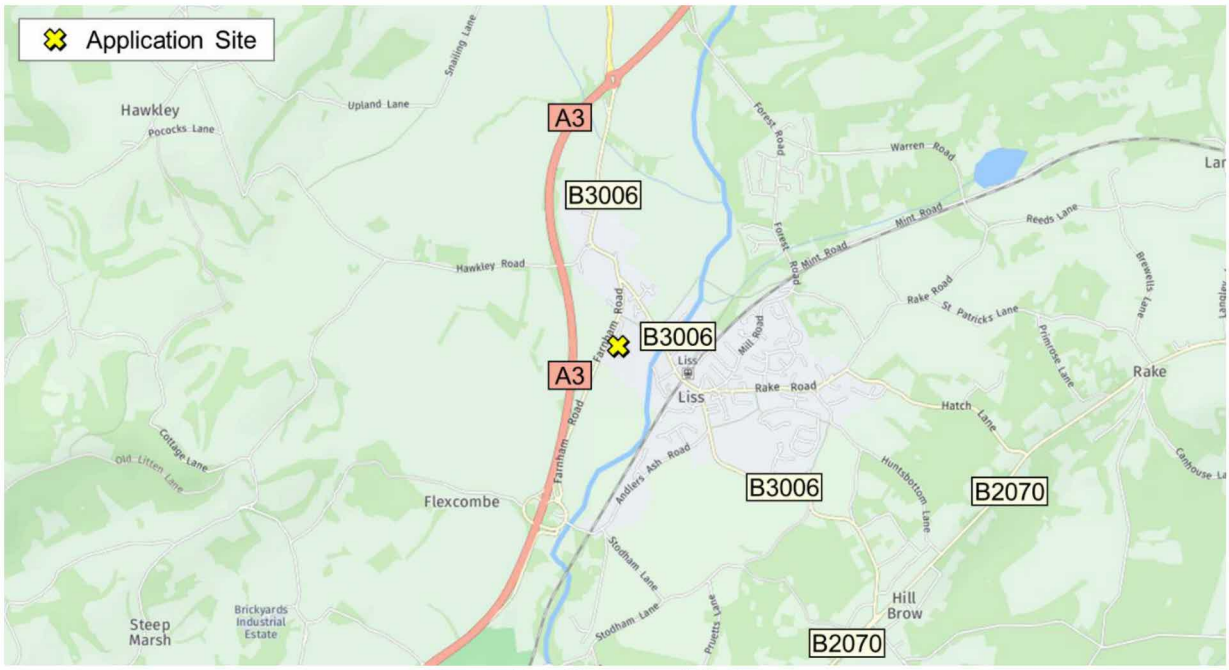

Figure 2.4: Key Road Network

2.5 Accessibility Credentials

Pedestrian Accessibility

2.5.1 Farnham Road is supported by a 1.5m footway on its eastern side, which connects with the local footway network, facilitating continuous pedestrian links throughout Liss. A dedicated pedestrian access connects to the footway, providing access to the northern corner of the site car park. The footway and pedestrian access are shown in **Figure 2.5**.

Figure 2.5: Footway on Farnham Road and Pedestrian Access

2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (Ap 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. The full extent of Liss, including local bus stops, and Liss railway station, are therefore accessible on foot.

Cycle Accessibility

2.5.3 The National Cycle Route (NCR) no.22 runs through Liss c.550m to the east of the site, and is accessibl via Farnham Road and Station Road. The route comprises a mixture of on and off-road cycle lanes, providing connections to Petersfield, Bordon and Liphook. In addition, there is a cycle route flanking the western side of the A3, accessible via Hawkley Road, which provides an alternative route to B The local cycle route network is shown in **Figure 2.6**.

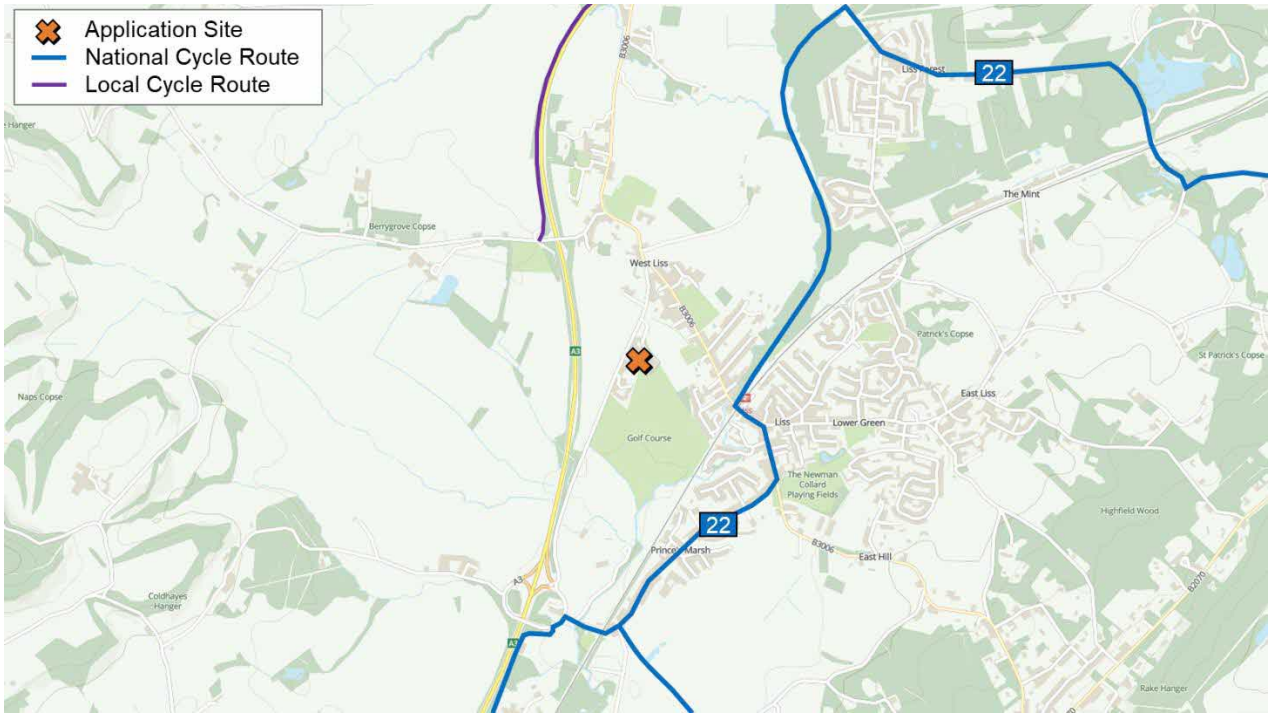

Figure 2.6: Local Cycle Routes

2.5.4 The Department for Transport's (DFT) document Cycle Infrastructure Design (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for most people. Petersfield, Bordon and Liphook are therefore accessible by bicycle.

Accessibility by Bus

2.5.5 There are a number of bus stops situated within Liss, the closest being the 'Whistle' bus stops, c.1.1 walk from the application site. The stops serve the no.38 service which runs between Cowpla Alton, as well as the no.38X and the no.737 school service to Havant & South Downs College. A summary of available bus services is provided in **Figure 2.6**.

Service No.	Route Summary	Typical Daytime Frequency	Operating Hours
38	Cowplain - Petersfield - Alton	Mon-Fri: 4 per day	Mon-Fri: 07:21 – 14:09
38X	Cowplain - Petersfield - Alton - Holybourne Alton College	1 journey every school day	School days: 17:13
737	Bordon - Havant & South Downs College	1 out and return every school day	School days: 08:33 – 17:24

Figure 2.6: Services Available from Whistle Bus Stops

Accessibility by Train

2.5.6 Liss railway station is located to the east of the site and is accessible via an approximate 1km walk/cycle. The station provides access to regular rail services to a range of local and regional destinations identified in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Petersfield	Liss – Petersfield	5 minutes	1 every hour
Havant	Liss – Petersfield – Rowlands Castle – Havant	20 minutes	1 every hour
Guildford	Liss – Liphook – Haslemere – Godalming – Guildford	33 minutes	1 every hour
Portsmouth and Southsea	Liss – Petersfield – Havant – Fratton – Portsmouth & Southsea	38 minutes	1 every hour
London Waterloo	Liss – Haslemere – Guildford – Woking – Clapham Junction – London Waterloo	1 hour 13 minutes	1 every hour

Figure 2.7: Services Available from Liss Railway Station

2.6 Accident Data

2.6.1 To determine highway safety on the road network in the vicinity of the site, assessment of Personal Injury Accident (PIA) data was undertaken using data obtained from Hampshire Constabulary for a five-year period between January 2017 and January 2022.

2.6.2 PIAs are classified as 'slight', 'serious' and 'fatal' depending on the severity of the injuries sust Patterns displayed in the PIA data can be assessed with regard to the proximity, frequency and seve to establish whether there are underlying highway design issues on the local road network that ma require a more detailed investigation.

2.6.3 The area considered extends for approximately 500m to the north and south of the site and in the Farnham Road/Station Road junction. A map demonstrating the extent of the study area and recorded PIA is demonstrated in **Figure 2.8** and a summary of the incident circumstances is provided ir **Figure 2.9**. The full report is attached at **Appendix A**.

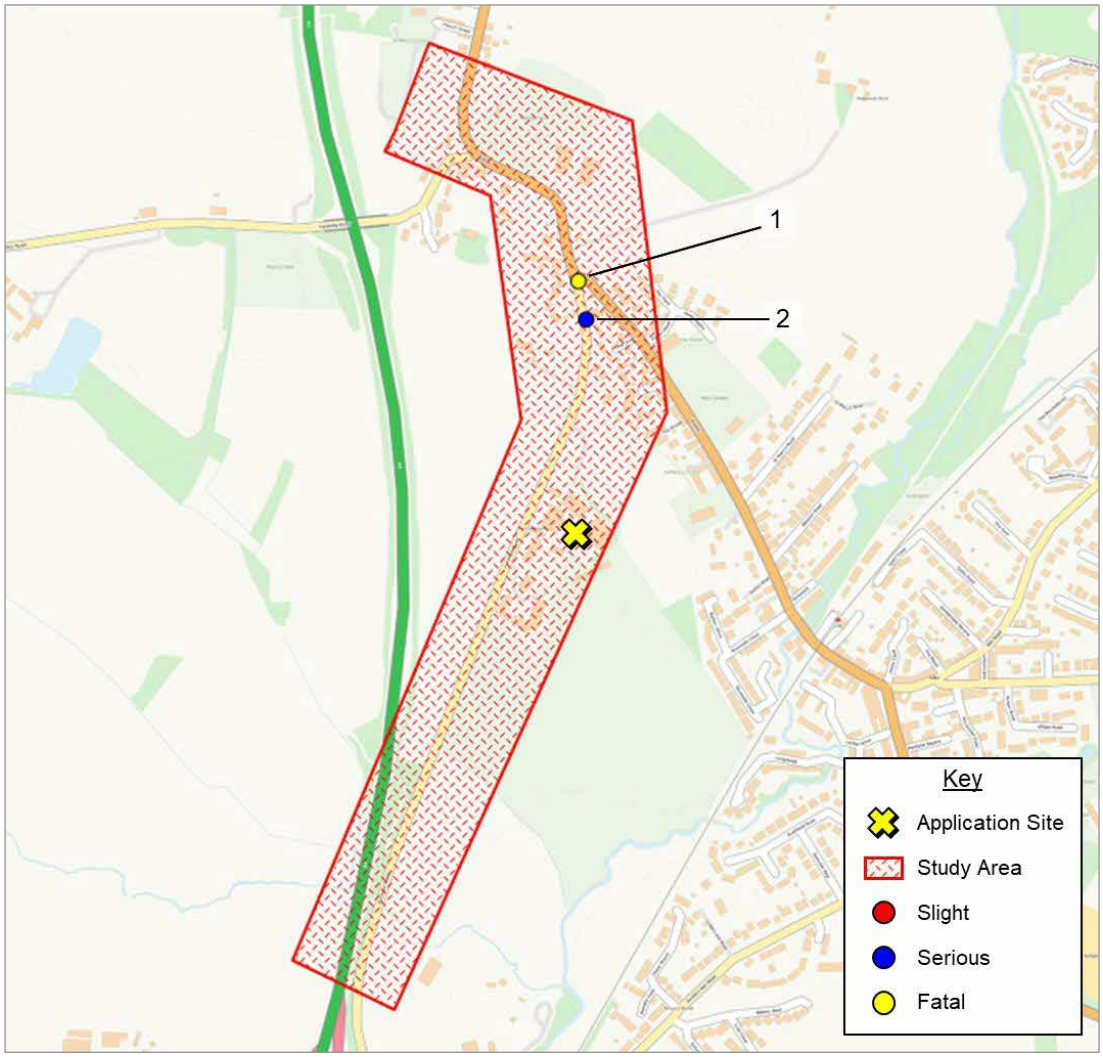

Figure 2.8: PIA Distribution

No.	Time / Date	Vehicles / Casualties / Severity	Description	Factor (Vehicle)	Confidence
1	18/02/17 06:58	2 / 1 / Slight	VEH 1 (CAR) TRAVELLING NW ALONG B3006 STATION ROAD, FAILS TO GIVE WAY AND TURNS RIGHT ONTO B3006 FARNHAM ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SW ALONG B3006 FARNHAM ROAD AND COLLIDES.	Failed to look properly (V1)	Very Likely
2	28/06/19 02:25	2 / 2 / Serious	VEH1 (CAR) TRAVELLING S ALONG FARNHAM ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) WHICH WAS PARKED AND UNATTENDED ON THE NEARSIDE.	Impaired by alcohol (V1)	Very Likely

Figure 2.8: Summary of PIA Incidents

2.6.4 A total of 2 PIAs were recorded over the five-year study period, comprised of 1 ‘slight’ incident and ‘serious’ incident. The factors for the incidents were ‘very likely’ to be as a result of a driver impairment by alcohol. The PIA assessment does not reveal any statistically significant pattern in terms of distribution, severity or cause that can be attributed to underlying highway safety issues on the road network.

3 PROPOSED DEVELOPMENT

3.1.1 The application proposes the construction of an extension to the existing golf driving range, replacing an existing area currently accommodating 10 driving range bays, and a practice putting greer extension would provide 16 new driving range bays (resulting in a net increase of 6 bays), as well as a new clubhouse with a cafe/bar. New parking facilitieswould additionally be provided to the rear of the extension. The proposed site layout is shown in **Drawing 2023-6627-001**.

3.2 Vehicle Access

3.2.1 Vehicle access to the site would be served form the existing access adjoining Farnham Road, wi changes proposed. The access takes the form of a 7.0m wide bellmouth with an 8.5m corner radiu its southern side and a 10.5m corner radius on its northern side. The existing access is shown in **Drawing 2023-6627-004**.

Visibility

3.2.2 Visibility requirements from the site access have been based on a design speed of 30mph, in line with the posted speed limit on Farnham Road. Based on MfS guidance, splays measuring 2.4m x 43.0m would be required in both directions, however splays well in excess of this distance are achievable directions. The required visibility splays are achievable as demonstrated in **Drawing 2023-6627-004**.

Vehicle Swept Path Analysis

3.2.3 A vehicle swept path analysis of the site access has been undertaken as follows:

i. Concurrent access and egress by a large estate car in **Drawing 2023-6627-005**.

ii. Access and egress by a delivery vehicle in **Drawing 2023-6627-005**.

iii. Access and egress by a fire tender in **Drawing 2023-6627-006**.

iv. Access and egress by a refuse freighter in **Drawing 2023-6627-006**.

3.3 Pedestrian Access

3.3.1 Pedestrian access to the site would continue to be served from the dedicated pedestrian access point adjoining Farnham Road. The location of the pedestrian access is shown on **Drawing 2023-6627-001**.

3.4 Emergency Access

3.4.1 The site would allow fire tenders (the largest emergency vehicle) to comfortably negotiate the propos access and perform turning manoeuvres on-site. In accordance with Manual for Streets guidance, the following design compliances are met:

i. Fire tenders would be able to access within 45.0m of the new building.

ii. Fire tenders could achieve an appropriate level of access without requiring reversing dis greater than 20.0m.

iii. A minimum carriageway width in excess of 3.7m is maintained throughout the site (excluding traff calming features).

3.4.2 A vehicle swept path analysis has been undertaken demonstrating a fire tender negotiating access, internal carriageways and performing turning manoeuvres in **Drawing 2023-6627-007**.

3.5 Servicing

3.5.1 Deliveries to café/bar would be undertaken within the new parking area. A vehicle swept path analysis has been undertaken demonstrating manoeuvres by a delivery vehicle in **Drawing 2023-6627-002**.

3.5.2 Refuse collection would be undertaken within the site, following the existing route. Waste from the centre is transported from the driving range to a bin store situated adjacent to existing commercial un as shown on **Drawing 2023-6627-001**.

3.5.3 A vehicle swept path analysis has been undertaken demonstrating access and on site turni refuse freighter in **Drawing 2023-6627-007**.

3.6 Car Parking

3.6.1 SDNP's car parking standards do not set out requirements for golf centres. The standards do set out requirements for cafés / restaurants, however as the clubhouse / café / bar would be ancillary to the golf centre use, it would be inappropriate to apply the standard for cafés / restaurants to the sc As such, the proposed car parking provision has been determined based on the anticipated increa in demand resulting from the extension.

3.6.2 The development would remove 2 existing parking bays, but would provide 7 new parking spaces (including 1 disabled bay) within a new parking court adjacent to the golf centre, resulting a n of 5 spaces. The spaces would contribute to the wider shared parking facilities within the Brows F estate, and visitors to the extension would similarly be able to use parking elsewhere within the es principally the new extension proposed as part of planning application SDNP/23/01785/FUL.

3.6.3 The provision is considered appropriate given the following:

i. There are no existing parking issues at the site, and application SDNP/23/01785/FUL would provide additional parking which would be used by visitors to the golf centre.

ii. The clubhouse / café / bar would be anc illa ry to the golf centre, rather than a standalone business, and would not be used as a function room. The clubhouse / café / bar facilities would c existing visitors of the golf centre, rather than attracting independent visitors.

iii. The café / bar facilities would typically represent refreshments for existing visitors, anc therefore not generate the same demand as fast food establishments or other popular restaura (which SDNP's standards would apply to).

iv. Car parking across the site is shared with all uses, and the proposed parking would operate in fashion. As such, visitors would be able to use parking elsewhere within the site. The peak parking demand for the golf centre (and therefore café / bar), does not conflict with the peak times for other site uses, meaning the shared use would provide an efficient use of parking spaces.

v. Whilst the additional parking facilities provided as part of application SDNP/23/01785/FUL would accommodate demand generated by the industrial units, tenants of these units generate parking demand, and generate demand at different times to the golf centre, mean spaces would be available for visitors.

3.6.4 All new car parking spaces would use SDNP's standard parking bay dimensions of 2.5m x 5.0m, anc would have minimum reversing distances of 6.0m. A vehicle swept path analysis has been underta demonstrating car parking manoeuvres in **Drawing 2023-6627-003**.

3.7 Cycle Parking

3.7.1 The site would provide cycle parking in accordance with SDNP's cycle parking standards for restaurants as set out in the 'Guidance on Parking for Residential and Non-Residential Development' SPD (April 2021). The provision is considered generous given the points identified above, and would expected to accommodate any demand generated by the additional driving range bays any standards for golf centres). A summary of the provision is provided in **Figure 3.1**.

Land Use	Staff / Floor Area	SDNP Cycle Parking Standard		Proposed Provision
		Standard	Requirement	
Café / Restaurant	3 staff, 208sqm	1 per 4 staff, 1 per 25sqm	10	**10**

Figure 3.1: Cycle Parking Provision

3.7.2 Cycle parking would be provided to the front of the building within a sheltered cycle store.

4 TRIP GENERATION AND TRAFFIC IMPACT

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.10.3) has been used to determine the likely traffic volumes generated by the proposed development. In the i providing a robust assessment, all trips generated by proposal are considered new to the loc network.

4.2 Driving Range Bays

4.2.1 The proposed extension would provide a net increase of 6 driving range bays over the existing use. For the purposes of this assessment, the TRICS database has been filtered for driving range sites. To establish the number of the trips that would be generated by the additional bays, the parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.10.3)		
i.	Filtering Parameter:	Criteria Selected:
ii.	Land use	Golf – Driving Range
iii.	Regions	England (Excluding Greater London)
iv.	Number of Ranges	9 to 50
v.	Date Range	01/01/10 to 22/09/21
vi.	Count Type	Manual
vii.	Selected Days	Weekdays and Weekends
viii.	Selected Locations	1. Edge of Town – 1 survey 2. Neighbourhood Centre – 1 survey 3. Free Standing – 1 survey
ix.	Population <1 Mile	1. 1,000 or less – 2 surveys 2. 5,001 to 10,000 – 1 survey
x.	Population <5 Mile	1. 50,001 to 75,000 – 1 survey 2. 100,001 to 125,000 – 1 survey 3. 125,001 to 250,000 – 1 survey

Figure 4.1: TRICS Filtering Parameters – Driving Range Bays

4.2.2 The TRICS output is provided at **Appendix B**, whilst a summary of the weekday peak hour and daily trip rates, along with the subsequent vehicle movements associated with the additional driving range bays is provided in **Figure 4.2**.

TRICS Trip Rate per Bay			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour	0.115	0.049	0.164
PM Peak Hour	0.557	0.475	1.032
Daily Traffic	4.902	5.246	10.148
TRICS Trip Generation (6 Bays)			
AM Peak Hour	1	0	1
PM Peak Hour	3	3	6
Daily Traffic	29	31	61

Figure 4.2: Vehicle Trip Generation – Driving Range Bays

4.3 Clubhouse / Café / Bar

4.3.1 The proposed extension would provide a new clubhouse with a café / bar. The clubhouse / café / bar would be ancillary to the golf centre, rather than a standalone business, and would not be used as a function room. The facilities would cater for existing visitors of the golf centre, rather than attra independent visitors (it is noted that one of the sites used to derive vehicle trips associated v additional driving range bays included ancillary café facilities, and generated roughly the median rate of vehicle trips).

4.3.2 Similarly, the café / bar facilities would typically represent refreshments for existing visitors, and would therefore not generate the same volume of vehicle trips as fast food establishments or other p restaurants.

4.3.3 It is therefore considered that deriving trips based on independent cafés/restaurants available on the TRICS database would provide an unrealistic assessment.

4.3.4 However, the additional facilities are expected to require an additional 3 on-site staff members. Whilst trips associated with staff would be built into the assessment of the additional driving range bays, fo robustness, an additional 6 daily two-way vehicle trips (3 arrivals and 3 departures) are assumed to be generated by additional staff members.

4.4 Total

4.4.1 The anticipated vehicle trips associated with the driving range bays and the clubhouse / c have been summed in **Figure 4.3** to provide a total trip generation for the proposal.

Time Period	Arrivals	Departures	Two-way Total
Daily Traffic	32	34	67

Figure 4.3: Total Proposed Trip Generation

4.4.2 The proposal is expected to generate a total of 67 daily two-way vehicle movements. The additional daily vehicle trips resulting from the proposal would have a negligible impact on the site access or local road network in terms of highway capacity and safety.

5 SUMMARY AND CONCLUSIONS

5.1.1 This TS has been prepared by Bright Plan on behalf of Brows Farm Partnership to support a plar application at Brows Farm, Farnham Road, Liss. The findings from this report are as follows:

i. The planning application seeks permission for the construction of an extension to the existing golf centre building to provide a net increase of 6 driving bays, and an ancillary clubhouse/café/bar.

ii. The site is situated within walking / cycling distance of local service and amenities, and local bus stops and Liss railway station provide options for travel by public transport.

iii. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.

iv. Vehicle access to the site would be served from the existing vehicle access adjoining Farnham Road. The access geometries are appropriate to serve all vehicles anticipated to visit the site.

v. Visibility splays based on a design speed of 30mph are achievable from the site access, however visibility well in excess of these splays is also achievable.

vi. Refuse collection would continue as per the existing arrangement for the site. Refuse freighters are able to access the site and perform on site turning manoeuvres.

vii. The site would provide 7 new car parking spaces (net increase of 5), and the facilities would additionally have access to the shared parking facilities within the wider site, including those provided by way of planning application SDNP/23/01785/FUL.

viii. The site would provide 10 cycle parking spaces in accordance with SDNP's cycle parking standards for cafés.

ix. A vehicle trip generation assessment has been undertaken suggesting that the scheme would generate 67 additional daily two-way vehicle movements.

x. The additional daily vehicle trips resulting from the proposal will have a negligible impact upon the site access or the local road network in terms of highway capacity and safety.

DRAWINGS

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2023-6627-007	Fire Tender and Refuse Freighter Swept Path Analysis

A3

1. This drawing is to be read in conjunction with all other Bright Plan drawings, and with all relevant Architect's and Engineer's drawings and specification. Any discrepancies found are to be reported immediately to the Engineer.
2. Bright Plan accepts no responsibility for inaccuracies in data provided by third parties such as topographic surveys or Ordnance Survey mapping.
3. Do not scale, work to figured dimensions only. All dimensions are in millimeters unless noted otherwise and all levels are in metres from the topographic survey datum.
4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority, however accuracy is not certain.

Application Boundary

Planning Application SDNP/23/01785/FUL

Rev.	Amendments	Date
A	Revised Layout	18/01/2024
-	Original Issue	01/12/2023

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Drawing Status: Draft

Client: Brows Farm Partnership

Project: Brows Farm Golf Centre

Drawing Title: Site Overview

Scale	Date	Drawn By	Checked By
1:500	Dec 23	SMO	EJD

Drawing No.: 2023-6627-001

Rev.: A

N

Oakfield Barn

The Dairy

The Hills

Whitegates

View

Existing bays to be removed

Existing Golf Centre

Golf Centre Driving range

5.71m

6.00m

4.80m

5.90m

5.00m

2.50m

KITCHEN

BAR

DINING AREA

ENTRANCE

1:500 @ A3

0 5 10 15 20 m

A3

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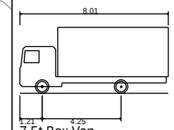
Application Boundary

Planning Application SDMP/23/01785/FUL

-Swept Path-

Wheel Track

Over Swing



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev.	Amendments	Date
A	Revised Layout	18/01/2024
-	Original Issue	01/12/2023

BRIGHT PLAN

Transport Planning | Civil Engineering | Lan

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Drawing Status: Draft

Client: Brows Farm Partnership

Project: Brows Farm Golf Centre

Drawing Title: 7.5t Box Van Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:250	Jan 24	SMO	EJD

Drawing No. 2023-6627-002 Rev. A

1:250 @ A3

0 2 4 6 8 10 m

A3

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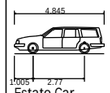
Planning Application SDMP/23/01785/FUL

-Swept Path-

Wheel Track

Over Swing



Estate Car	
Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m

Rev.	Amendments	Date
A	Revised Layout	18/01/2024
-	Original Issue	01/12/2023

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Drawing Status: Draft

Client: Brows Farm Partnership

Project: Brows Farm Golf Centre

Drawing Title: Car Parking Swept Path Analysis

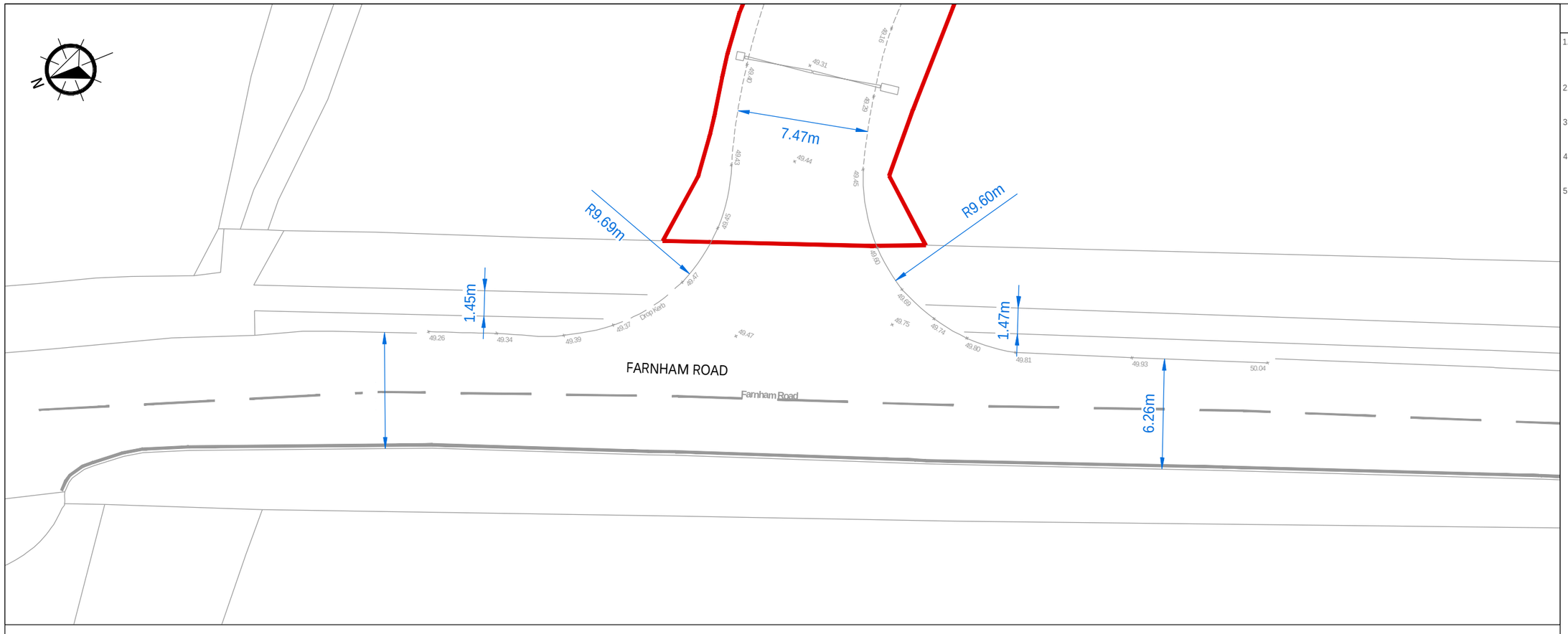
Scale	Date	Drawn By	Checked By
1:250	Jan 24	SMO	EJD

Drawing No.: 2023-6627-003

Rev.: A

1:250 @ A3

0 2 4 6 8 10 m



NOTES

A3

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5. Topographical survey not set to OS Datum and has been manually positioned. **Bright Plan accepts no responsibility for inaccuracies in the datas positioning**

-Legend-

Existing Road Markings

Priority Junction Visibility Splay

Rev.	Amendments	Date
-	Original Issue	01/12/2023

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Drawing Status: Draft

Client: Brows Farm Partnership

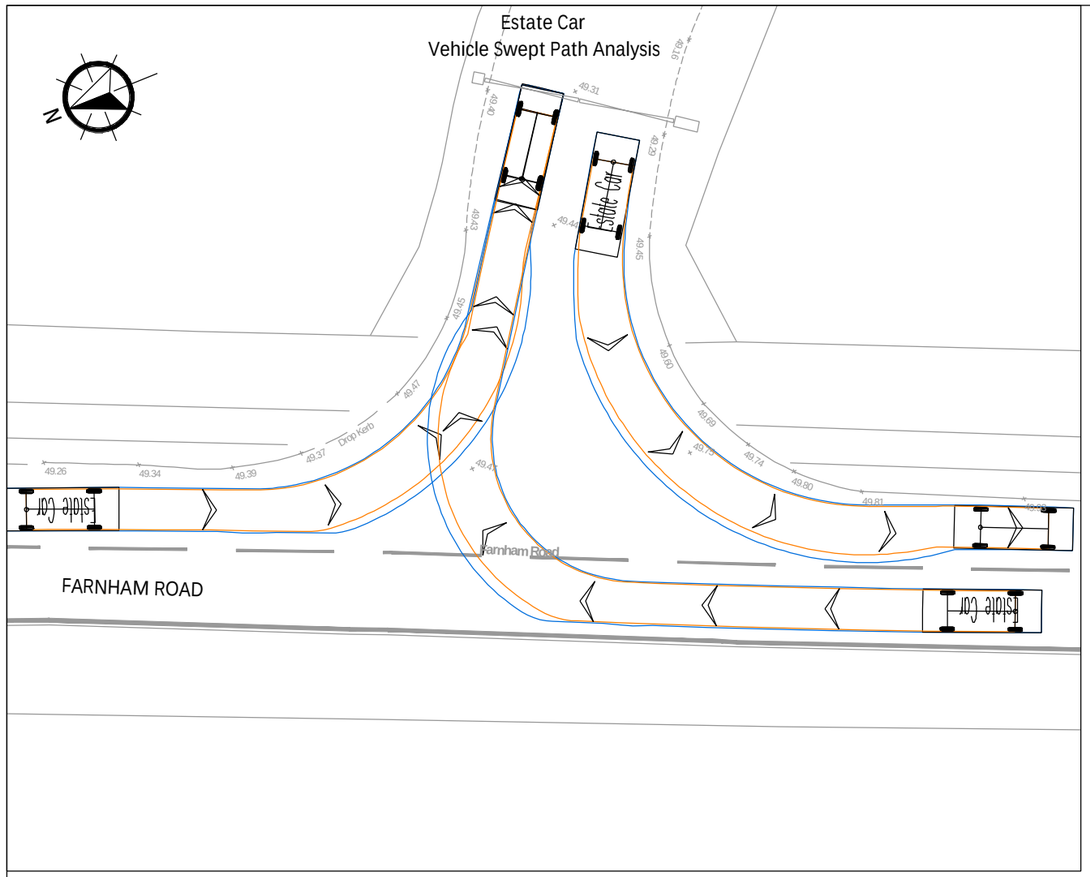
Project: Brows Farm Golf Centre

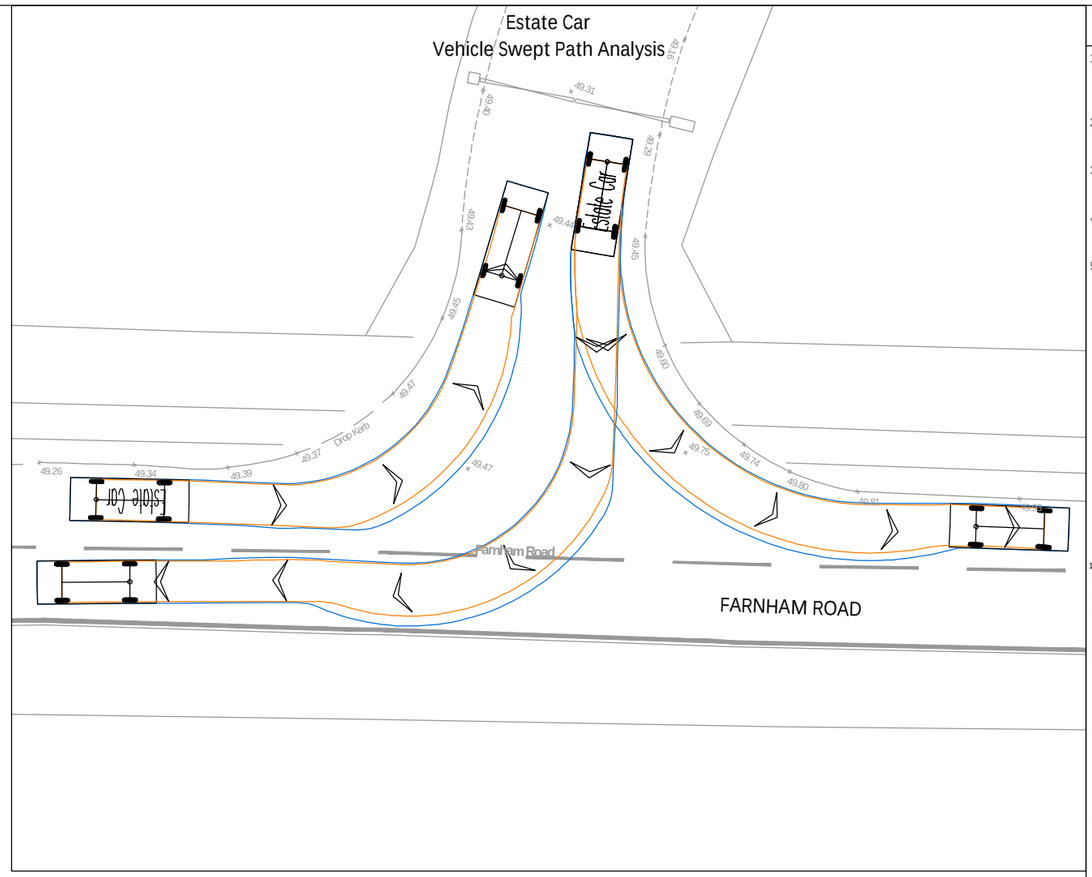
Drawing Title: Access Overview and Visibility Splays

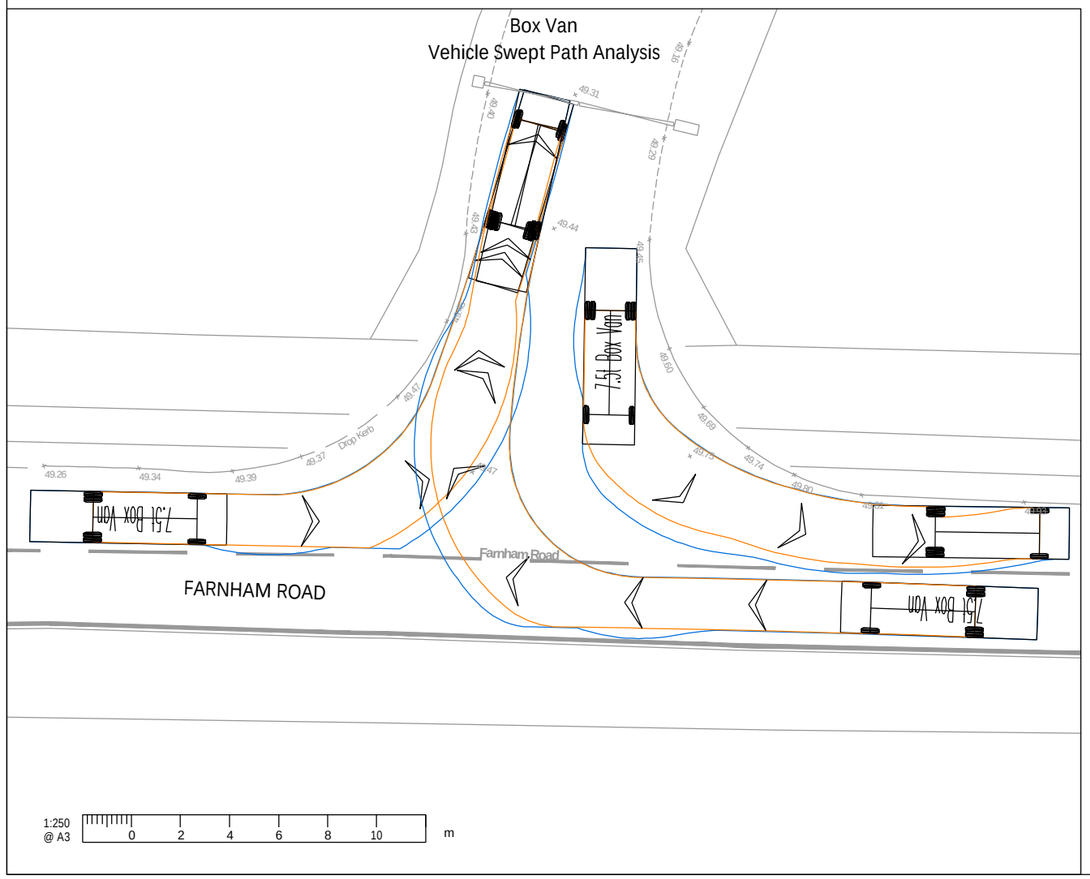
Scale	Date	Drawn By	Checked By
1:250	Dec 23	SMO	EJD

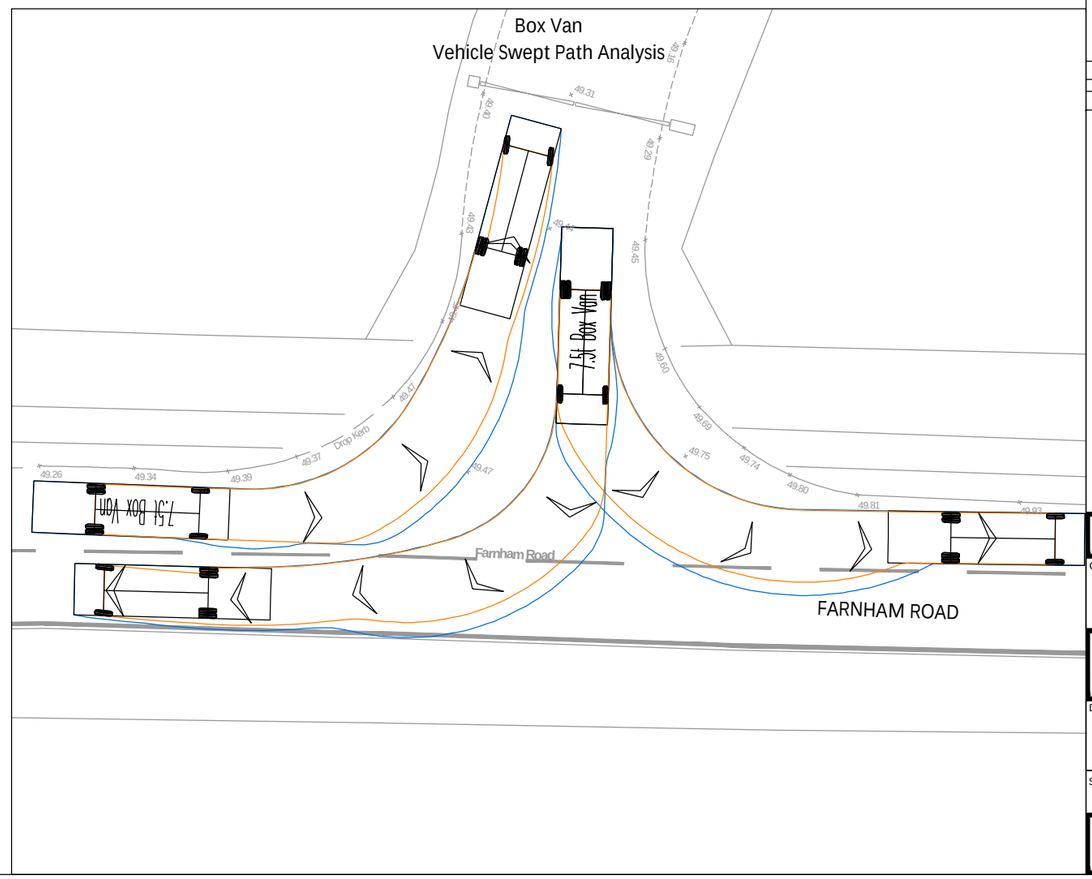
Drawing No.: 2023-6627-004

Rev.: -









N O TES

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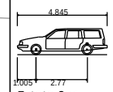
-Legend-

Existing Road Markings

-Swept Path-

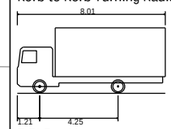
Wheel Track

Over Swing



Estate Car

Overall Length	4.845m
Overall Width	1.750m
Overall Body Height	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Rev.	Amendments	Date
-	Original Issue	01/12/2023

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Drawing Status: Draft

Client: Brows Farm Partnership

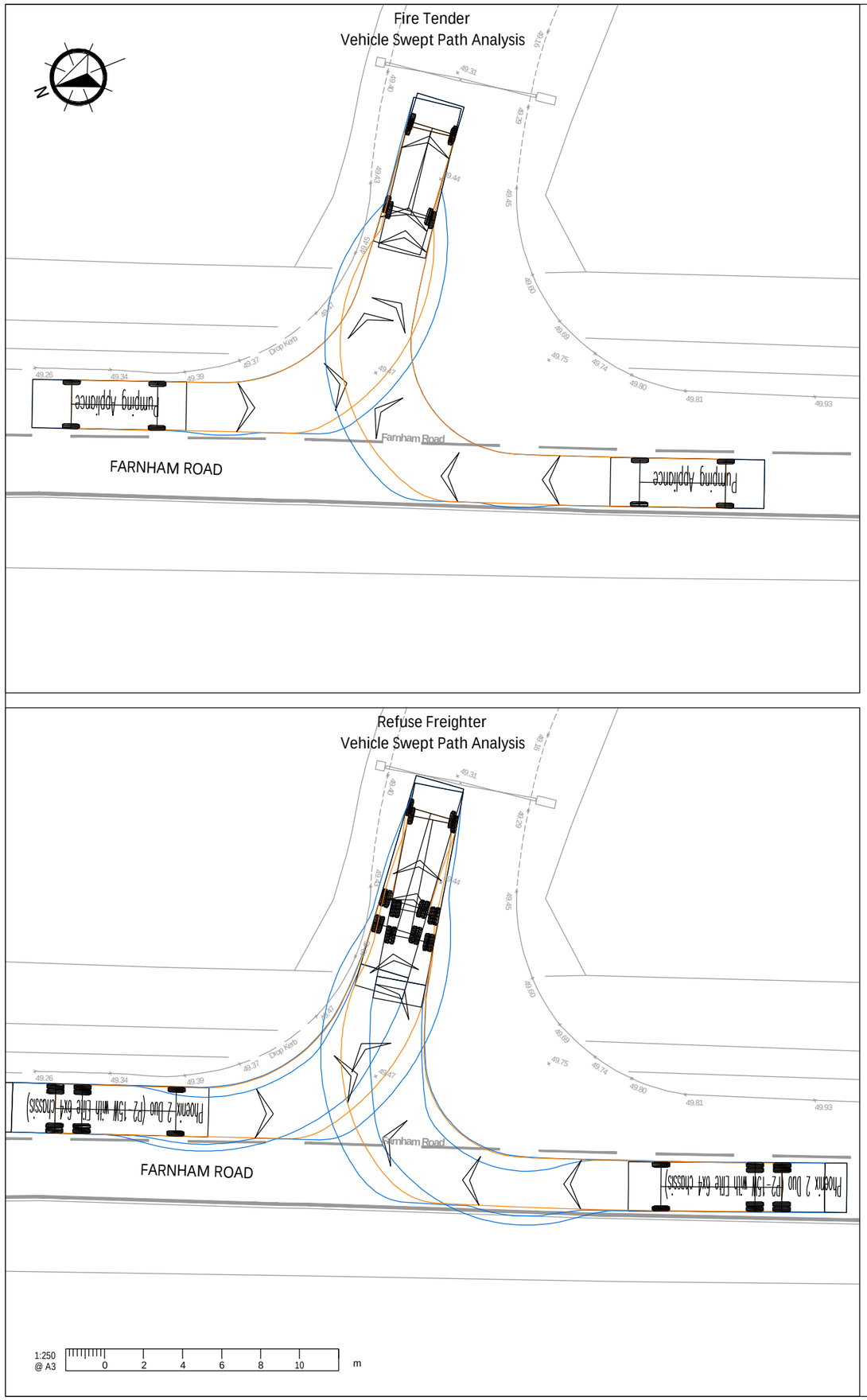
Project: Brows Farm Golf Centre

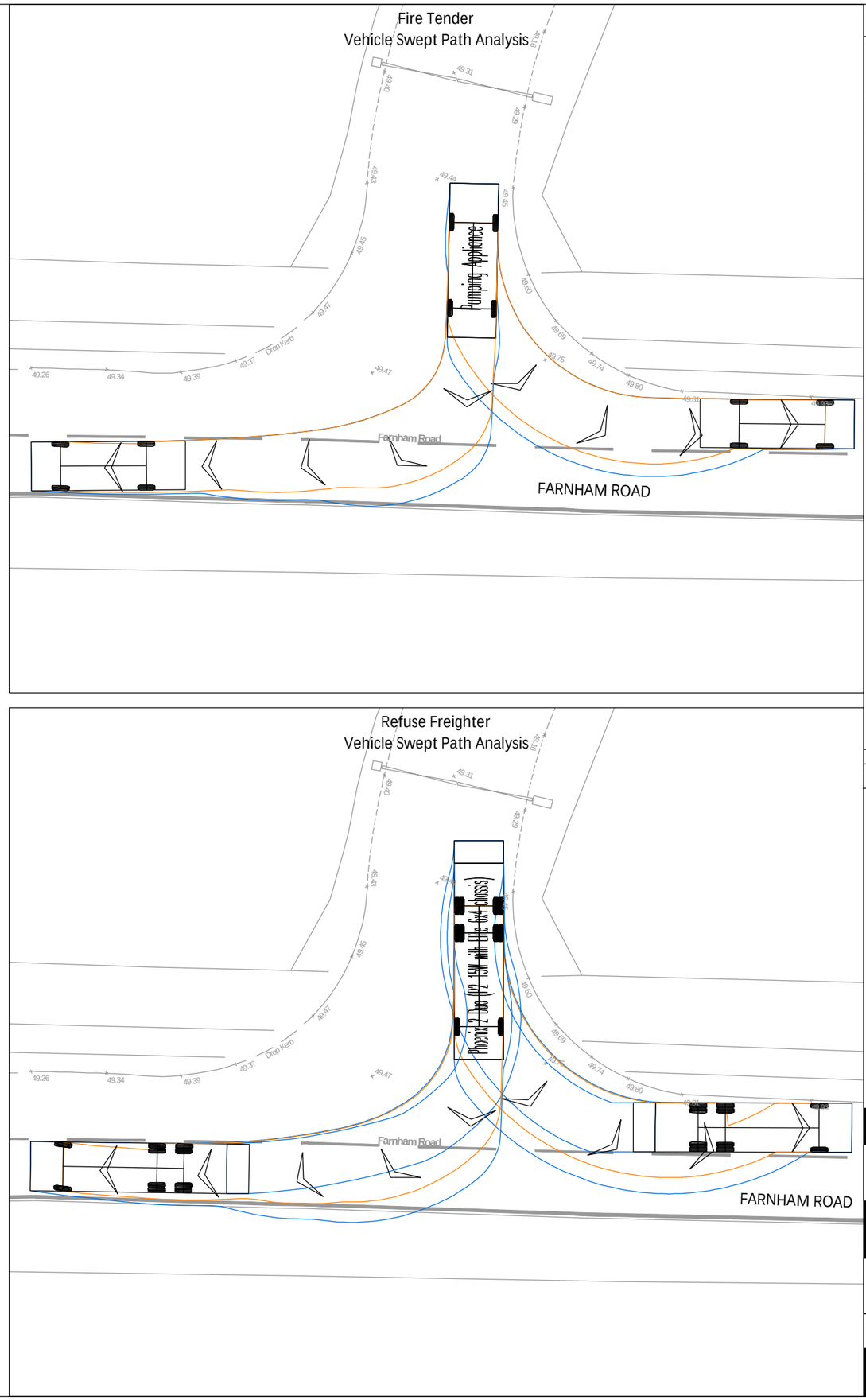
Drawing Title: Access- Estate Car and 7.5t Box Van Swept Path Analysis

Scale	Date	Drawn By	Checked By
1:250	Dec 23	SMO	EJD

Drawing No.: 2023-6627-005

Rev.: -





N O TES

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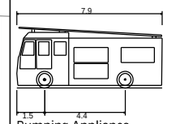
-Legend-

Existing Road Markings

-Swept Path-

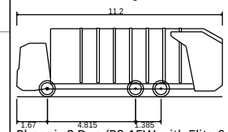
Wheel Track

Over Swing



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
-	Original Issue	01/12/2023

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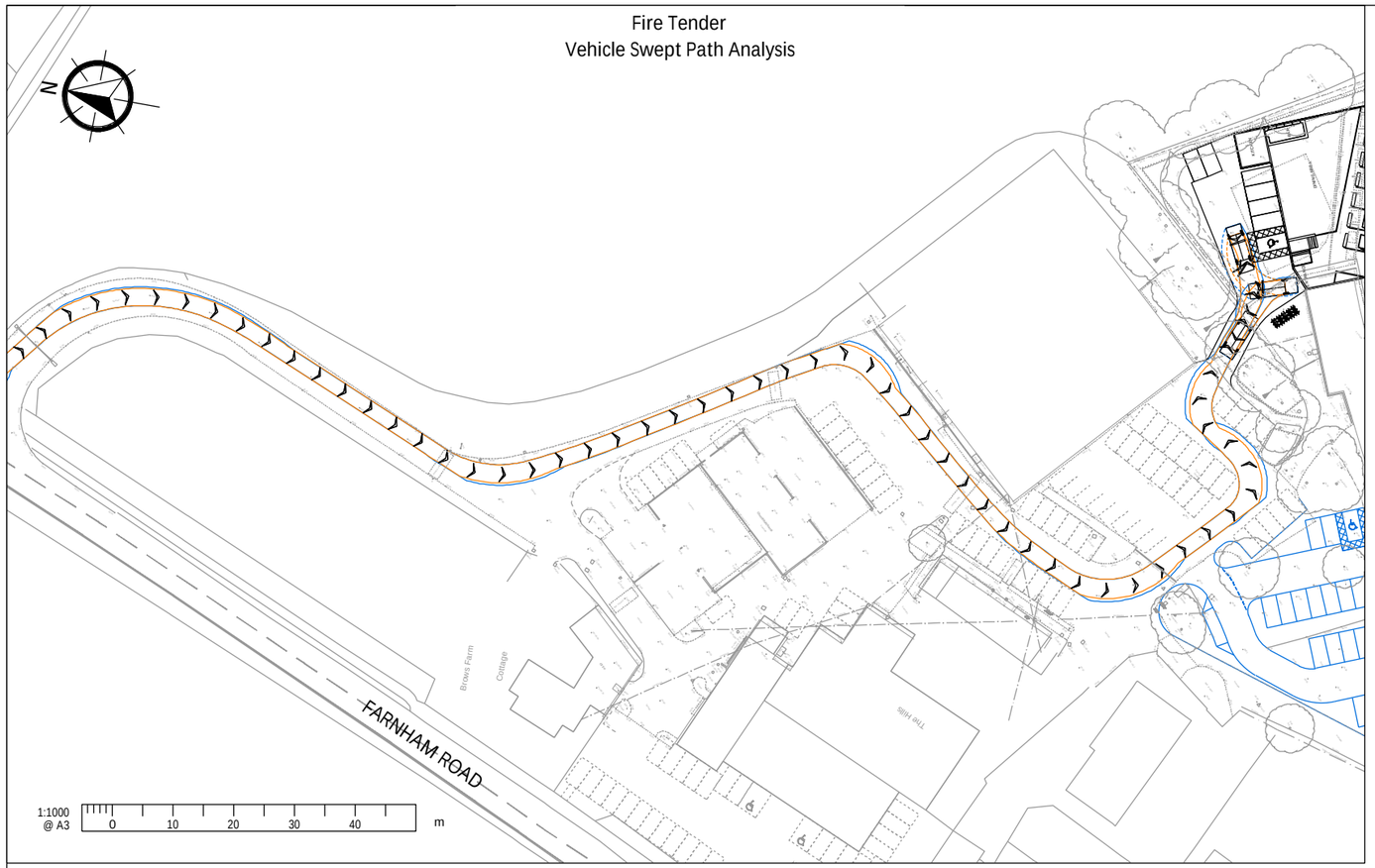
Drawing Status	Draft
Client	Brows Farm Partnership
Project	Brows Farm Golf Centre
Drawing Title	Access - Fire Tender and Refuse Freighter Swept Path Analysis

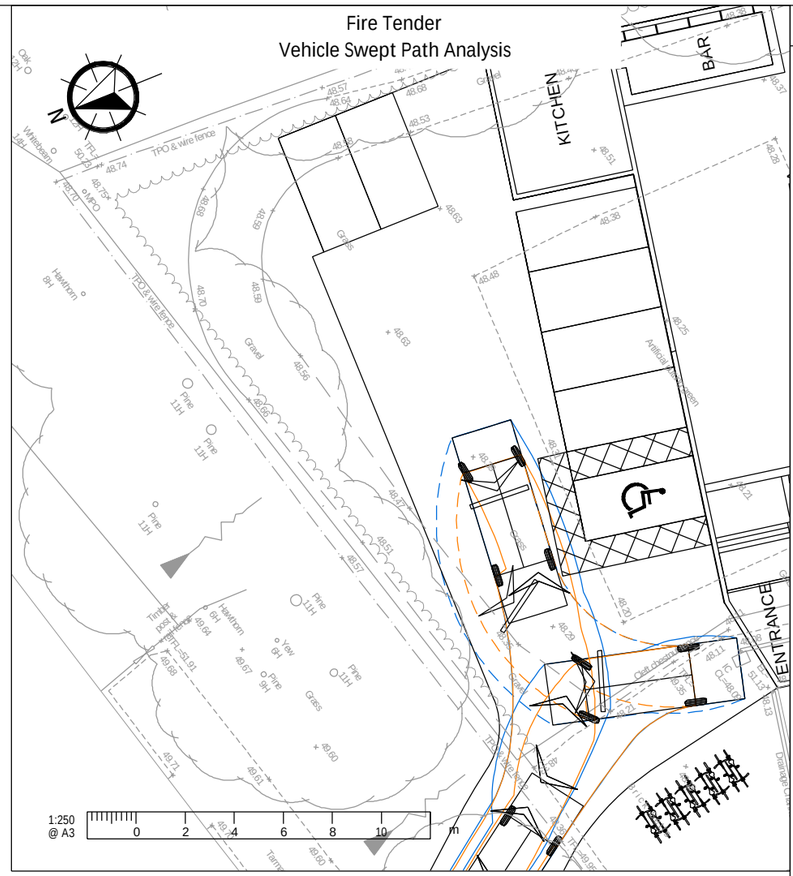
Scale	Date	Drawn By	Checked By
1:250	Dec 23	SMO	EJD

Drawing No.	Rev.
2023-6627-006	-

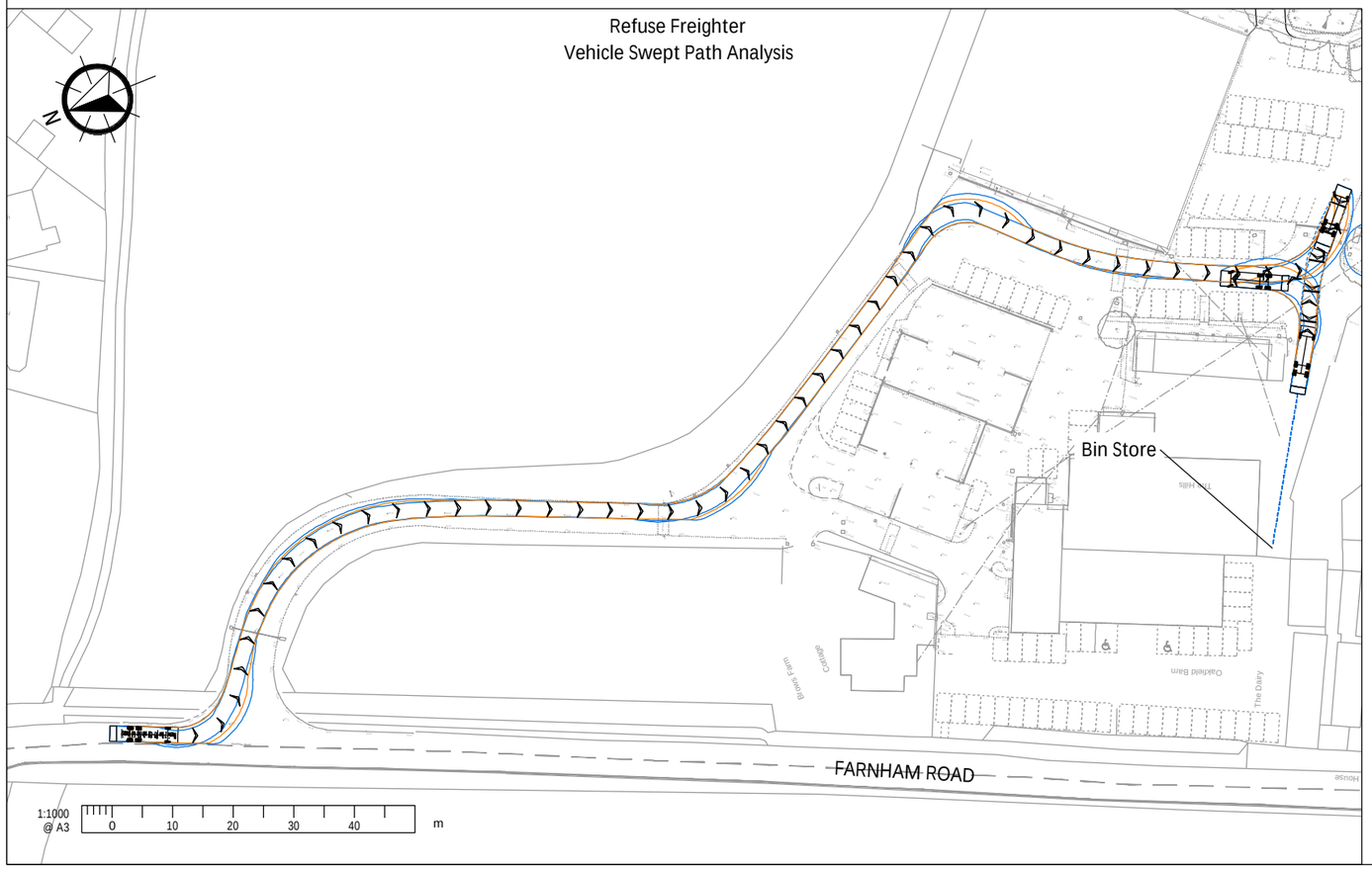
Fire Tender
Vehicle Swept Path Analysis



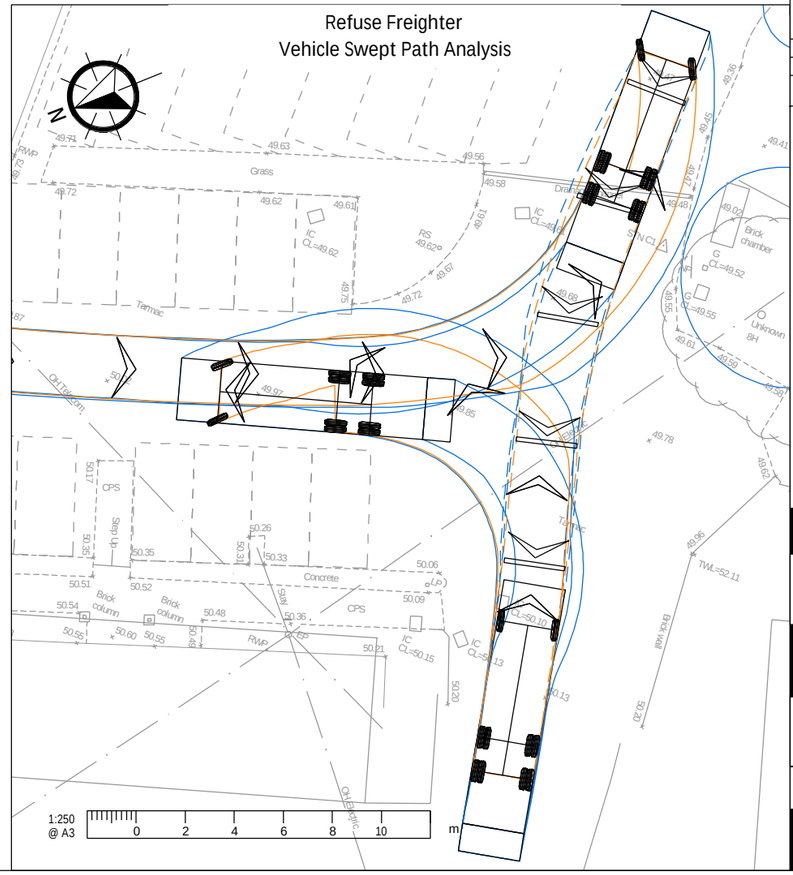
Fire Tender
Vehicle Swept Path Analysis



Refuse Freighter
Vehicle Swept Path Analysis



Refuse Freighter
Vehicle Swept Path Analysis



N O TES

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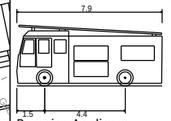
Existing Road Markings

Bin Drag Route

-Swept Path-

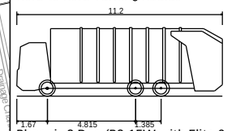
Over Swing

Wheel Track



Pumping Appliance

Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length	11.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

Rev.	Amendments	Date
A	Revised Layout	18/01/2024
-	Original Issue	01/12/2023

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Tel: 0333 358 3270 Email: enquiries@bpcivils.co.uk
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Drawing Status: Draft

Client: Brows Farm Partnership

Project: Brows Farm Golf Centre

Drawing Title: Fire Tender and Refuse Freighter Swept Path Analysis

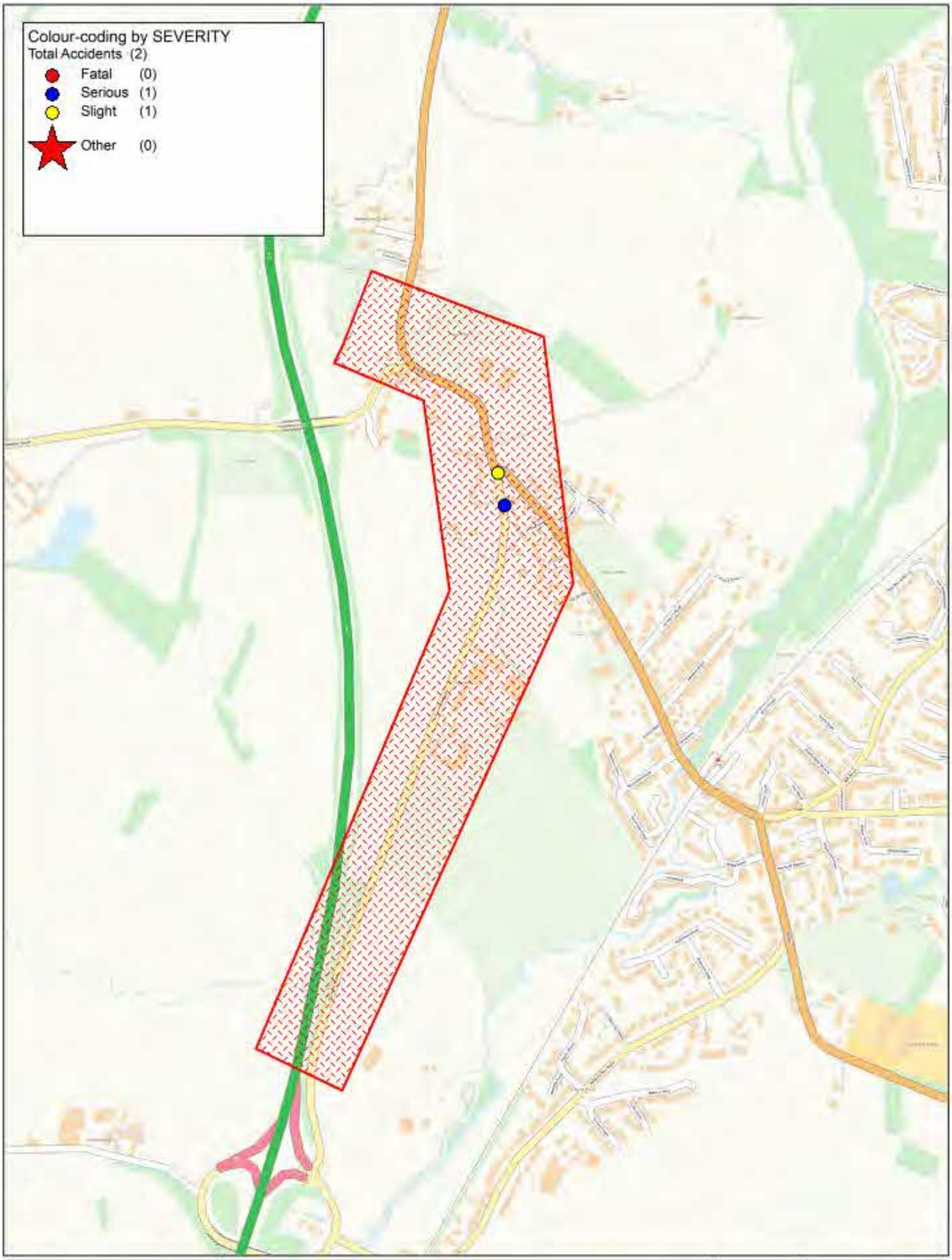
Scale	Date	Drawn By	Checked By
As Shown	Jan 24	SMO	EJD

Drawing No.: 2023-6627-007

Rev.: A

APPENDICES

Appendix A Collision Data



HAMPSHIRE CONSTABULARY

Selected map area

SCALE	1 : 9220
DATE	24/10/2022
DRAWING No.	
DRAWN BY	

Accidents between dates **01/01/2017** **and** **31/12/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Farnham Road")

Notes:

Selected Polygon:CG Farnham Road

44170063292 18/02/2017 Time 0658 Vehicles 2 Casualties 1 Slight
E:477302 N: 128262 First Road: B 3006 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 3006
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG B3006 STATION ROAD, FAILS TO TO GIVE WAY AND TURNS RIGHT ONTO B3006 FARNHAM ROAD ACROSS THE PATH OF VEH 2 (CAR) TRAVELLING SW ALONG B3006 FARNHAM ROAD AND COLLIDES.
Occurred on B3006 STATION ROAD AT JUNCTION WITH B3006 FARNHAM ROAD, LISS, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from SE to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 32 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/01/2017 and 31/12/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Farnham Road")

Notes:

44190222738 28/06/2019 Time 0225 Vehicles 2 Casualties 2 Serious
E:477314 N: 128202 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING S ALONG FARNHAM ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) WHICH WAS PARKED AND UNATTENDED ON THE NEARSIDE.
Occurred on FARNHAM ROAD, OUTSIDE THE COT, LISS, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 19 Male
Not hit and run Breath test Positive
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 19 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 19 Male Passenger Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car Parked
Vehicle movement from Park to Parked No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 68 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/01/2017 and 31/12/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("CG Farnham Road")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	1	2
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	1	2

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	2	2
Passenger	0	1	0	1
Motorcycle rider	0	0	0	0
Cyclist	0	0	0	0
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	1	2	3

Appendix B TRICS Report – Driving Range

Calculation Reference: AUDIT-305901-231115-1126

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 09 - GOLF
Category : G - DRIVING RANGE
TOTAL VEHICLES

Selected regions and areas:

06	WEST MIDLANDS		
	HE	HEREFORDSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	DR	DONCASTER	1 days
	YO	YORK	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:	Number of ranges
Actual Range:	17 to 50 (units:)
Range Selected by User:	9 to 50 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 22/09/21

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:

Wednesday	1 days
Friday	1 days
Saturday	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 undertaking using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	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:

Village	1
Out of Town	2

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	X days - Selected
Servicing vehicles Excluded	4 days - Selected

Secondary Filtering selection:

Use Class:

F2(c)	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	2 days
5,001 to 10,000	1 days

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

Population within 5 miles:

50,001 to 75,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	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	1 days
1.6 to 2.0	1 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

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

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DR-09-G-01 DRIVING RANGE DONCASTER
ARMTHORPE LANE
DONCASTER
BARNBY DUN
Neighbourhood Centre (PPS6 Local Centre)
Village
Total Number of ranges: 24
Survey date: WEDNESDAY 22/09/21 Survey Type: MANUAL

2 HE-09-G-01 DRIVING RANGE HEREFORDSHIRE
HILLBARN
HEREFORD

Free Standing (PPS6 Out of Town)
Out of Town
Total Number of ranges: 20
Survey date: FRIDAY 22/10/10 Survey Type: MANUAL

3 YO-09-G-01 DRIVING RANGE YORK
WIGGINTON ROAD
YORK

Edge of Town
Out of Town
Total Number of ranges: 17
Survey date: SATURDAY 20/05/17 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
SP-09-G-01	16/07/16	Not comparable

TRIP RATE for Land Use 09 - GOLF/G - DRIVING RANGE

TOTAL VEHICLES

Calculation factor: 1 RANGES

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RANGES	Trip Rate	No. Days	Ave. RANGES	Trip Rate	No. Days	Ave. RANGES	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	3	20	0.115	3	20	0.049	3	20	0.164
09:00 - 10:00	3	20	0.311	3	20	0.098	3	20	0.409
10:00 - 11:00	**3**	**20**	**0.656**	3	20	0.295	3	20	0.951
11:00 - 12:00	3	20	0.328	3	20	0.574	3	20	0.902
12:00 - 13:00	3	20	0.525	3	20	0.443	3	20	0.968
13:00 - 14:00	3	20	0.475	3	20	0.393	3	20	0.868
14:00 - 15:00	3	20	0.410	3	20	0.459	3	20	0.869
15:00 - 16:00	3	20	0.377	3	20	0.557	3	20	0.934
16:00 - 17:00	3	20	0.590	3	20	0.557	**3**	**20**	**1.147**
17:00 - 18:00	3	20	0.557	3	20	0.475	3	20	1.032
18:00 - 19:00	3	20	0.295	3	20	0.377	3	20	0.672
19:00 - 20:00	3	20	0.180	3	20	0.344	3	20	0.524
20:00 - 21:00	1	24	0.083	**1**	**24**	**0.625**	1	24	0.708
21:00 - 22:00	1	24	0.000	1	24	0.000	1	24	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	[redacted]								

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.*

Parameter summary

Trip rate parameter range selected:	17 - 50 (units:)
Survey date date range:	01/01/10 - 22/09/21
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

BRIGHT PLAN

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