



## **Nick Culhane** Highway Consultant

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### **Change of Use of Stable to 3-Bed Dwelling** **Gardeners Farm Barn, Flowers Lane, Plaitford, Wellow SO51 6HH**

#### **Introduction**

This Highway Technical Note has been commissioned by Clydesdale Group Ltd in support of a planning application submission to Test Valley Borough Council as Local Planning Authority (LPA) for the change of use of an existing stable to a 3-bed dwelling at Gardeners Farm, Flowers Lane. The location of the site is shown below.



The site lies on the north-western side of Flowers Lane, a publicly adopted, unclassified highway with the identification number U85. The road is rural in character having no pedestrian footways or street lighting and is subject to the National Speed Limit, although observed traffic speeds are significantly less than the posted speed limit.

To the north-west, the road forms a simple priority junction with Sherfield English Road which in turn runs to the south where it connects with the A36 Salisbury Road, whilst to the north the road forms a junction with the A27, also known as Salisbury Road. To the south, Flowers Lane becomes Spouts Lane to the east and Pound Lane to the west. The road serves relatively little development, mostly forming residential and agricultural uses. Traffic volumes on this section of road are relatively low and this is discussed in more detail below.

A review of the accident history for this area has revealed that in the last 5 years there have been no recorded accidents that have resulted in injury on Flowers Lane, Spouts Lane and Pound Lane and their associated junctions. This would suggest that the road network is operating in a safe and efficient manner.

## Planning History

The site has been the subject of previous planning applications, the most significant of which was submitted under application reference 17/01951/FULLS. This was for the conversion of a barn to a single unit of holiday accommodation.

The site had an existing access onto Flowers Lane which has historically served the barn, being the subject of the application, together with other buildings and open storage, as can be seen from the image below.



The Local Highway Authority (LHA) had previously commented on a previous scheme for development of the site for 4 units of Holiday Accommodation where they requested that this existing access be stopped up, and that access be taken through the site to a junction with Sherfield English Road to the west.

In considering this application, for a single unit of Holiday Accommodation, the LHA raised no objections subject to:

- The stopping up of the existing access,
- Setting any gates back 6.0m from the edge of the highway,
- Adequate Parking and turning;
- A non-migratory material on the access road

Planning consent was granted and condition 9 was included which said:

*No construction of the development hereby permitted shall take place until, details of the measures to be taken to physically and permanently close the existing access marked X on the approved plan have been submitted to and approved in writing by the Local Planning Authority. This approved scheme shall be implemented prior to construction of the development commencing and, notwithstanding the provisions of the Town & Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), no access other than that shown on the approved plan shall be formed. Reason: In the interest of highway safety in accordance with Test Valley Borough Revised Local Plan (2016) Policy T1.*

## Proposed Development

This application seeks to change the use of the permitted unit of Holiday Accommodation to provide a single dwelling, to be served by the former access onto Flowers Lane.

## Highway Implications

The Local Highway Authority is Hampshire County Council, who have issued Standing Advice to the LPAs within The County.

The consultation process for planning applications is governed by the Town and Country Planning (Development Management Procedure) Order (TCPO) 2015 ('the Order').

LPA's must consult Hampshire County Council as LHA by using the criteria set out in the Order where development: -

- Is likely to result in a material increase in the volume or a material change in the character of traffic entering or leaving a classified road or proposed highway;
- Is likely to prejudice the improvement or construction of a classified road or proposed highway;
- Involves the formation, laying out or alteration of any means of access to a highway;
- Involves the constructions of a highway or private means of access to premises affording access to a road in relation to which a toll order is in force;
- Includes the laying out or construction of a new street (*Schedule 4 of the Order*)

The Order also sets out in Section 18 (1) (C) that the local planning authority is not required to consult with an authority where that authority has advised that they do not wish to be consulted. Section 18 (1) (D) sets out that where development is the subject to standing advice, consultation with that authority is not required either.

For residential development creating from 1 to 5 new dwellings, the LHA only wishes to be directly consulted where the development proposals will be accessed directly from an A, B, or C classification of road.

For any other residential development of this scale, the LHA's 'standing advice' applies (S 18 (1) (d) of the Order). For the avoidance of doubt, this will apply to residential development of 1 to 5 new dwellings, where the site is accessed from an unclassified road.

In this case, the site is to be taken from a private access that forms a junction with an unclassified road. Ordinarily Standing Advice would apply, and HCC as LHA would not wish to be consulted, however in this case, technically a new access is to be created, by reopening the former access which the previous Highway Officer requested to be stopped up.

## Traffic Impact

In order to assess the existing traffic flow on Flower Lane, Hampshire County Council (HCC) were commissioned to undertake an automatic traffic count. A counter was installed on 1<sup>st</sup> December 2023 and left in situ for a 7-day period. The table below gives a summary of the recorded traffic volumes whilst the survey data is included as [Appendix 1](#) to this Note.

Flower Lane (U85) Traffic Volumes								
Northbound			Southbound			Combined		
AM peak	PM Peak	Daily	AM peak	PM Peak	Daily	AM peak	PM Peak	Daily
2	2	32	2	3	29	4	5	61

From the above, it can be seen that in the AM peak, this section of Flower Lane accommodates just 4 vehicle movements, whilst in the PM peak, it accommodates an average of just 5 movements.

Using anecdotal TRICS data, it is likely that this new dwelling will generate a single traffic movement in each of the AM and PM peak periods and a total of some 5 or 6 traffic movement over the course of a day. Such an increase in traffic is deemed to be di minimis and will have no adverse impact on the surrounding highway network.

### Access and Visibility

The table below gives the recorded 85<sup>th</sup> percentile of traffic within the vicinity of the site. Although the road is subject to the National Speed limit, it can be seen that actual recorded speeds are significantly lower than the posted speed limit.

Flower Lane (U85 ) 85 <sup>th</sup> Percentile Traffic Speeds	
Northbound	Southbound
21.9mph	20.9mph

Advice in the requirement for visibility splays at access points is provide within the HCC document Technical Guidance 3 (TG3). This document advocates an X distance of 2.0m, as the access is in the form of a simple verge crossing.

The HCC sight stopping distance calculator also advises that given the low speed and volumes involved, a reaction time of 1.5 seconds can be employed together with a deceleration rate of 0.450g. Using such criteria, the access would require visibility Y distances of 28m to the south and 26m to the north.

Drawing numbered NJC-001 is included as [Appendix 2](#) to this Note which shows the reinstated access together with visibility splays commensurate with the recorded 85<sup>th</sup> percentile of traffic on Flower Lane. The land required to achieve these splays can be wholly achieved within land under the control of the applicant, or that contained within the public highway.

A suitably worded condition can be applied to ensure that the splays are kept clear of all obstructions above over 600mm of the carriageway level, in perpetuity.

The first 6.0m of the internal accessway will be surfaced in a non-migratory material and any gates will also be set back a minimum of 6.0m from the edge of the carriageway.

### Summary and Conclusion

This Highway Technical Note has been commissioned to support a planning application for a single detached dwelling to be served from a reinstated access onto an unclassified road at Flower Lane, Plaitford.

The National Planning Policy Guidance sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans can provide for sufficient housing and other development in a sustainable manner.

Paragraph 115 of the NPPF states that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

In this case it is considered that the development is wholly in accordance with paragraph 115 of the NPPF in so much as there will not be an unacceptable impact on highway safety, nor would the residual cumulative impact on the road network be severe.

The re-use of the former access for a residential dwelling is therefore considered to be acceptable from a highway point of view.

Nick Culhane January 2024

## **Appendix 1**

Traffic Survey Data

Speed Bins Report HANTS\_ATC 000042022304 2023-12-01 to 2023-12-07

Site Name Flowers Lane  
 Site ID 000042022304  
 Grid 428660120920  
 Description Flowers Lane

Setup Setup208935  
 Lanes Each Lane  
 Show Average  
 Time Period 1 hour  
 Averaged over All days  
 Speed units mph  
 Exclude data: None

All directions															85 <sup>th</sup> %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7		
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24		
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	20.3		
06:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.3		
07:00:00	4	0	0	1	2	0	0	0	0	0	0	0	0	0	18.2	16.1	2.8
08:00:00	4	0	0	1	2	1	0	0	0	0	0	0	0	0	20.4	16.5	3.8
09:00:00	6	0	1	2	3	1	0	0	0	0	0	0	0	0	18.7	15.6	3.4
10:00:00	4	0	1	1	1	1	0	0	0	0	0	0	0	0	20.4	15.5	4.5
11:00:00	5	0	0	1	3	1	0	0	0	0	0	0	0	0	19.8	16.4	3.6
12:00:00	5	0	0	1	2	2	0	0	0	0	0	0	0	0	22.9	17.6	4.7
13:00:00	2	0	0	0	2	1	0	0	0	0	0	0	0	0	21.6	18.9	2.4
14:00:00	8	0	1	1	3	2	0	0	0	0	0	0	0	0	21.6	17.2	4.7
15:00:00	7	0	0	1	3	3	0	0	0	0	0	0	0	0	21.9	19	6.4
16:00:00	5	0	1	1	2	1	0	0	0	0	0	0	0	0	23.1	17.7	5.3
17:00:00	5	0	1	1	1	1	0	0	0	0	0	0	0	0	22.6	16.7	5.9
18:00:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	23.7	17.5	5.6
19:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6		
20:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	15.8	7.9
21:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3		
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4		
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5		
07-19	55	0	5	12	25	13	1	0	0	0	0	0	0	0	21.4	17.1	4.8
06-22	59	0	5	13	26	14	1	0	0	0	0	0	0	0	21.4	17	4.9
06-24	59	0	5	13	26	14	1	0	0	0	0	0	0	0	21.4	17	4.9
00-24	61	0	6	13	27	14	1	0	0	0	0	0	0	0	21.4	17	4.9
am Peak	09:00:00		09:00:00	09:00:00	09:00:00	08:00:00									03:00:00	03:00:00	
Peak Volume	6		1	2	3	1									24	19.3	3.4
pm Peak	14:00:00		14:00:00	17:00:00	14:00:00	15:00:00	17:00:00	17:00:00				15:00:00			18:00:00	15:00:00	
Peak Volume	8		1	1	3	3	0	0				0			23.7	19	6.3

NB															85 <sup>th</sup> %ile	Mean Speed	Std Dev
Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading					
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	19.7			
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	24			
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
05:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	20.3			
06:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	21.3			
07:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	18.1	16.1	3.1	
08:00:00	2	0	0	0	1	0	0	0	0	0	0	0	0	22.7	17.4	4.2	
09:00:00	3	0	0	1	1	0	0	0	0	0	0	0	0	18	14.9	3.6	
10:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	19.3	16.3	3.6	
11:00:00	3	0	0	1	2	0	0	0	0	0	0	0	0	19.8	16.9	3.1	
12:00:00	3	0	0	1	1	1	0	0	0	0	0	0	0	23	18	4.9	
13:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	20			
14:00:00	3	0	0	1	0	1	0	0	0	0	0	0	0	22.7	16.9	5.7	
15:00:00	4	0	0	1	1	1	0	0	0	0	0	0	0	22.5	19.6	8.2	
16:00:00	3	0	0	1	1	1	0	0	0	0	0	0	0	23.2	17.5	5.8	
17:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	25.2	18.8	6.5	
18:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6			
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6			
20:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	21.6			
21:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	18.3			
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0				
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	15			
07-19	28	0	2	7	12	7	1	0	0	0	0	0	0	22	17.4	5.2	
06-22	31	0	2	7	13	8	1	0	0	0	0	0	0	21.9	17.4	5.2	
06-24	31	0	2	7	13	8	1	0	0	0	0	0	0	21.9	17.3	5.4	
00-24	32	0	2	7	13	8	1	0	0	0	0	0	0	21.9	17.3	5.3	
am Peak	09:00:00		09:00:00	09:00:00	11:00:00	08:00:00								03:00:00	03:00:00		
Peak Volume	3		0	1	2	0								24	19.3	3.4	
pm Peak	15:00:00		14:00:00	16:00:00	15:00:00	15:00:00	16:00:00	17:00:00					15:00:00	17:00:00	19:00:00		
Peak Volume	4		0	1	1	1	0	0					0	25.2	21.2	0.5	



SB

	Average Flow	<5.0mph	5.0-10.0mph	10.0-15.0mph	15.0-20.0mph	20.0-25.0mph	25.0-30.0mph	30.0-35.0mph	35.0-40.0mph	40.0-45.0mph	45.0-50.0mph	>50.0mph	Invalid Reading	85 <sup>th</sup> %ile	Mean Speed	Std Dev
00:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
01:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
02:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
03:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
04:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
05:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	21.4		
06:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6		
07:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	18.2	16.2	2.3
08:00:00	2	0	0	1	1	0	0	0	0	0	0	0	0	18.6	15.8	3.3
09:00:00	3	0	0	1	2	0	0	0	0	0	0	0	0	18.7	16.3	3.1
10:00:00	2	0	0	0	0	0	0	0	0	0	0	0	0	20.4	14.4	5.5
11:00:00	2	0	0	0	1	0	0	0	0	0	0	0	0	19.8	15.7	4.3
12:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	22.6	17.1	4.5
13:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	22.5		
14:00:00	5	0	0	1	3	1	0	0	0	0	0	0	0	20.4	17.4	4.3
15:00:00	4	0	0	0	2	1	0	0	0	0	0	0	0	21.5	18.5	3.9
16:00:00	2	0	0	0	1	1	0	0	0	0	0	0	0	22.1	17.9	4.9
17:00:00	3	0	0	1	1	0	0	0	0	0	0	0	0	18.7	14.7	4.6
18:00:00	1	0	0	0	0	0	0	0	0	0	0	0	0	24.3		
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	16.4		
20:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	15.9		
21:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0			
22:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	20.4		
23:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	21.5		
07-19	27	0	3	5	13	6	0	0	0	0	0	0	0	20.9	16.7	4.3
06-22	28	0	3	5	13	6	0	0	0	0	0	0	0	20.9	16.5	4.6
06-24	29	0	3	5	13	6	0	0	0	0	0	0	0	20.9	16.4	4.7
00-24	29	0	3	5	14	6	0	0	0	0	0	0	0	20.9	16.5	4.7
am Peak	09:00:00		10:00:00	09:00:00	09:00:00	09:00:00								05:00:00	05:00:00	
Peak Volume	3		0	1	2	0								21.4	18.7	1.7
pm Peak	14:00:00		14:00:00	17:00:00	14:00:00	15:00:00	14:00:00							18:00:00	23:00:00	
Peak Volume	5		0	1	3	1	0							24.3	19.8	1.7

Event key: QC Failure QC Outlier QC Atypical Events Special Holiday Offline  
Weekends and defined holidays

Notes on data:

Averages are calculated as the simple average of values across the period.

Holidays & Events:

None

**Weekly Volume Report HANTS\_ATC 000042022304 2023-12-01 to 2023-12-07**

Site Name Flowers Lane  
 Site ID 000042022304  
 Grid 428660120920  
 Description Flowers Lane

Setup Setup208935  
 Lanes Each Lane  
 Time Period 1 hour  
 Exclude data: None

All directions	Average of each							Average		Total Count
	<-- Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	
00:00:00	0	0	0	0	0	0	0	0	0	0
01:00:00	0	0	0	0	0	0	0	0	0	0
02:00:00	0	0	1	0	1	0	0	0	0	2
03:00:00	0	1	0	1	0	1	0	0	0	3
04:00:00	0	0	0	0	0	0	0	0	0	0
05:00:00	2	2	2	3	0	0	0	2	1	9
06:00:00	3	0	1	1	0	0	0	1	1	5
07:00:00	9	4	6	4	2	2	0	5	4	27
08:00:00	6	4	8	2	4	1	1	5	4	26
09:00:00	8	10	5	12	3	2	4	8	6	44
10:00:00	4	3	1	3	1	7	7	2	4	26
11:00:00	3	1	1	8	8	6	8	4	5	35
12:00:00	3	8	1	2	7	7	8	4	5	36
13:00:00	1	1	4	1	2	2	4	2	2	15
14:00:00	8	10	11	3	12	5	4	9	8	53
15:00:00	5	3	12	11	9	4	6	8	7	50
16:00:00	2	4	6	5	10	4	1	5	5	32
17:00:00	5	7	5	4	10	2	1	6	5	34
18:00:00	1	3	2	0	1	0	3	1	1	10
19:00:00	2	1	2	0	0	0	1	1	1	6
20:00:00	0	3	2	1	4	0	1	2	2	11
21:00:00	0	0	1	0	0	1	0	0	0	2
22:00:00	0	1	0	0	0	0	0	0	0	1
23:00:00	0	0	0	0	2	1	0	0	0	3
07-19	55	58	62	55	69	42	47	60	55	388
06-22	60	62	68	57	73	43	49	64	59	412
06-24	60	63	68	57	75	44	49	65	59	416
00-24	62	66	71	61	76	45	49	67	61	
am Peak	07:00:00	09:00:00	08:00:00	09:00:00	11:00:00	10:00:00	11:00:00	09:00:00	09:00:00	
Peak Volume	9	10	8	12	8	7	8	8	6	
pm Peak	14:00:00	14:00:00	15:00:00	15:00:00	14:00:00	12:00:00	12:00:00	14:00:00	14:00:00	
Peak Volume	8	10	12	11	12	7	8	9	8	

NB	Average of each							Average		Total Count
	<-- Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day	
00:00:00	0	0	0	0	0	0	0	0	0	0
01:00:00	0	0	0	0	0	0	0	0	0	0
02:00:00	0	0	1	0	1	0	0	0	0	2
03:00:00	0	1	0	1	0	1	0	0	0	3
04:00:00	0	0	0	0	0	0	0	0	0	0
05:00:00	1	1	1	2	0	0	0	1	1	5
06:00:00	2	0	1	1	0	0	0	1	1	4
07:00:00	6	3	4	2	1	1	0	3	2	17
08:00:00	2	0	4	1	3	1	1	2	2	12
09:00:00	4	5	2	6	1	1	4	4	3	23
10:00:00	3	2	1	1	0	4	4	1	2	15
11:00:00	3	1	1	3	5	5	2	3	3	20
12:00:00	1	6	1	2	4	3	3	3	3	20
13:00:00	0	1	2	1	2	1	2	1	1	9
14:00:00	2	3	5	0	5	1	2	3	3	18
15:00:00	3	1	8	6	5	1	1	5	4	25
16:00:00	2	1	1	3	8	2	1	3	3	18
17:00:00	2	1	3	0	7	2	1	3	2	16
18:00:00	0	2	2	0	0	0	1	1	1	5
19:00:00	1	0	1	0	0	0	1	0	0	3
20:00:00	0	3	2	1	1	0	1	1	1	8
21:00:00	0	0	1	0	0	1	0	0	0	2
22:00:00	0	0	0	0	0	0	0	0	0	0
23:00:00	0	0	0	0	1	0	0	0	0	1
07-19	28	26	34	25	41	22	22	31	28	198
06-22	31	29	39	27	42	23	24	34	31	215
06-24	31	29	39	27	43	23	24	34	31	
00-24	32	31	41	30	44	24	24	36	32	
am Peak	07:00:00	09:00:00	07:00:00	09:00:00	11:00:00	11:00:00	09:00:00	09:00:00	09:00:00	
Peak Volume	6	5	4	6	5	5	4	4	3	
pm Peak	15:00:00	12:00:00	15:00:00	15:00:00	16:00:00	12:00:00	12:00:00	15:00:00	15:00:00	
Peak Volume	3	6	8	6	8	3	3	5	4	

SB	<--		Average of each					-->		Average		Total Count
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Workday	7 Day			
00:00:00	0	0	0	0	0	0	0	0	0	0	0	
01:00:00	0	0	0	0	0	0	0	0	0	0	0	
02:00:00	0	0	0	0	0	0	0	0	0	0	0	
03:00:00	0	0	0	0	0	0	0	0	0	0	0	
04:00:00	0	0	0	0	0	0	0	0	0	0	0	
05:00:00	1	1	1	1	0	0	0	1	1	4	4	
06:00:00	1	0	0	0	0	0	0	0	0	1	1	
07:00:00	3	1	2	2	1	1	0	2	1	10	10	
08:00:00	4	4	4	1	1	0	0	3	2	14	14	
09:00:00	4	5	3	6	2	1	0	4	3	21	21	
10:00:00	1	1	0	2	1	3	3	1	2	11	11	
11:00:00	0	0	0	5	3	1	6	2	2	15	15	
12:00:00	2	2	0	0	3	4	5	1	2	16	16	
13:00:00	1	0	2	0	0	1	2	1	1	6	6	
14:00:00	6	7	6	3	7	4	2	6	5	35	35	
15:00:00	2	2	4	5	4	3	5	3	4	25	25	
16:00:00	0	3	5	2	2	2	0	2	2	14	14	
17:00:00	3	6	2	4	3	0	0	4	3	18	18	
18:00:00	1	1	0	0	1	0	2	1	1	5	5	
19:00:00	1	1	1	0	0	0	0	1	0	3	3	
20:00:00	0	0	0	0	3	0	0	1	0	3	3	
21:00:00	0	0	0	0	0	0	0	0	0	0	0	
22:00:00	0	1	0	0	0	0	0	0	0	1	1	
23:00:00	0	0	0	0	1	1	0	0	0	2	2	
07-19	27	32	28	30	28	20	25	29	27	190	190	
06-22	29	33	29	30	31	20	25	30	28			
06-24	29	34	29	30	32	21	25	31	29			
00-24	30	35	30	31	32	21	25	32	29			
am Peak	08:00:00	09:00:00	08:00:00	09:00:00	11:00:00	10:00:00	11:00:00	09:00:00	09:00:00			
Peak Volume	4	5	4	6	3	3	6	4	3			
pm Peak	14:00:00	14:00:00	14:00:00	15:00:00	14:00:00	12:00:00	12:00:00	14:00:00	14:00:00			
Peak Volume	6	7	6	5	7	4	5	6	5			

Event key:   QC Failure      QC Outlier      QC Atypical      Events      Special     

Notes on data:   Weekends and defined holidays

Weekly (7-day) averages are calculated as the average of workday values and weekend values, weighted in the proportion 5:2.

Holidays & Events:

None

## **Appendix 2**

### **Access and Visibility**



**Nick Culhane**  
Highway Consultant

Project  
GARDENERS FARM BARN

Drawing Title  
ACCESS AND VISIBILITY

Drawing Status  
**FOR INFORMATION**

Drawn AT	Designed NC	Date DEC 2023	Scale 1:200	Size A3
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Drawing No. NJC-001	Rev -
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