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Residential Development of 9 Dwellings together with Associated Access and Parking
Bobs Farm Vyne Road Sherborne St John RG24 9HX

Introduction

This Highway Technical Note has been commissioned by Shorewood Homes Ltd in support of a planning application submission to Basingstoke and Deane Borough Council for the demolition of an existing B8 storage use and for the erection of 9 dwellings on land at Bobs Farm, Vyne Road, Sherborne St John. The location of the site is shown below.



The site is located to the north of Sherborne St John, with access off Vyne Road, an adopted public highway with the Classification number C144. The road is a rural access road which benefits from a pedestrian footway on the southern (development) side and at this point is subject to a 30mph speed limit. To the south, the road connects to Sherborne St John, whilst to the north, the road leads to the village of Bramley.

The site currently benefits from two access points, one to the north and one to the south. Both are in the form of wide concrete aproned verge crossings, which historically served the farm and the agricultural traffic which the site generated.

A review of the personal injury accident history for this area has established that within the last 5 years, there has been just 1 recorded accident which resulted in a slight injury. This occurred on Vyne Road, south of the application site where a goods van struck a pedestrian walking within the carriageway.

This appears to be an isolated incident, and other than this there does not appear to be an overarching accident situation which this development would be likely to exacerbate. The details of the accident are included as [Appendix 1](#) to this Note.

Planning History

The site has some recent planning history which is listed below.

Application 19/02740/FUL - Erection of 4 no. 3 bed dwellings and 1 no. 4 bed dwelling with associated landscaping and car parking following the demolition of the existing agricultural buildings.

This application sought to provide 5 dwellings to be served by a new access which was to be positioned approximately central to the site. An extract of the site plan is shown below.



Hampshire County Council as Local Highway Authority (LHA) were consulted and raised no highway objections. In doing so the LHA said:

Prior to construction of development the proposed access shall be constructed to binder course level for a minimum of 16m measured from the nearside edge of carriageway of the adjacent highway and visibility splays of 2.4m. x 43m. shall be provided. Within these visibility splays, anything between the heights of 1m. and 3m. above the level of the adjacent carriageway shall be cleared. These visibility splays shall be maintained thereafter.

The new hedge planting at the front of the site shall have the front row of plant placed a minimum of 1m. behind the visibility splay lines.

The application was subsequently approved planning consent in March 2022, and the LHA's requirements formed part of a condition, imposed on the consent.

Application 21/02194/FUL - Erection of 4 no. 2 bed dwellings and associated landscaping and car parking following the demolition of existing B8, storage and distribution use building and hardstanding.

This application was in fact a renewal of a previous application granted under reference 18/03679/FUL for the southern part of the site. This application sought to use the existing southern access in its current form and in commenting, the LPA recognised that this was affectively a re-submission of a previously approved scheme. They therefore raised no highway objections, subject to a condition to safeguard visibility in the same vein as that granted under the above application. An extract of the approved site plan is shown below.



Proposed Development

This planning application seeks to demolish the existing buildings on the site and to erect 9 detached units as detailed on drawing numbered 8160 D01 B which is included as [Appendix 2](#) to this Note.

The existing access to the south is to be utilised, although it is intended to improve this with the extension of the footway either side being extended into the site, which will give safe passage for pedestrians. The internal access road will then become a shared surface environment, which is to remain private in perpetuity, and will not be offered to the LHA for adoption.

Access and Visibility

As mentioned above the existing access is to be utilised in an improved form. As Vyne Road is subject to a speed limit of 30mph, based on the advice contained within the LHA document Technical Guidance 3, as well as Manual for Streets, visibility splays of 2.4m by 43.0m would be applicable.

Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the improved access together with the required splays, all of which can be accommodated within either and under the control of the applicant, or within the extent of the public highway. A suitably worded condition can be applied that requires all obstructions above 600mm of the carriageway level to be kept clear of obstructions in perpetuity.

Car and Cycle Parking

The requirement for car and cycle parking is set out within Basingstoke and Deane's Parking Supplementary Planning Document (July 2018). The document suggests that in a rural area such as this, each three-bed unit should have 2.25 spaces whilst a four-bed unit would require 3.25 spaces. In addition, secure and undercover cycle parking should be provided at a rate of 1 space for the two and three-bed units and 2 spaces for the four-bed units.

The proposed development consists of 1 number two bed dwelling, 3 number four-bed and 5 number three-bed units, requiring a total of 26.5 spaces.

In this case, all of the dwellings have either a double or single garage together with forecourt parking. The total number of spaces provided is over 30, which is more than adequate to accommodate the parking needs of residents and visitors.

With regards to cycles, these can be accommodated within the garages for the dwellings.

The car and cycle parking therefore fully accords with the adopted parking standards.

Servicing

The largest service vehicle likely to be generated by the development would be an 11.2m long refuse freighter. The site layout has been designed to accommodate the turning requirements of such a vehicle and drawing numbered NJC-002 is included as [Appendix 4](#) to this Note which shows the swept path tracking of such a vehicle entering the site, reversing into the development, and exiting in forward gear. Smaller vehicles such as Ocado type transit van will be able to adequately turn at the end of the development access road by Plots 4 and 5.

Traffic Impact

The combined site has previously been found to be acceptable to accommodate a development of 9 dwellings, similar to this current proposal, although these sites were split between two separate access points. As this site is now to be served by a single access point, it is important to ensure that the development will not have any detrimental impact to highway safety.

In order to assess the likely traffic impact that the proposed development will have on the highway network, the TRICS database v 9.8.3 has been interrogated. The database has therefore been consulted for Residential Houses – Privately Owned using the following criteria.

- Sites located within England and Wales (excluding greater London)
- Sites between 10 – 32 units
- Sites located within edge of town locations
- Sites with no Travel Plans

The TRICS Data and likely traffic impact is shown in the table below.

TRICS Trip Rate Houses Privately Owned			
	Arrivals	Departures	Two-way Total
AM Peak Hour	0.121	0.354	0.475
PM Peak Hour	0.364	0.141	0.505
Daily Traffic	2.475	2.557	5.032

TRICS Vehicle Trip Generation based 9 Units			
AM Peak Hour	1.09 (1)	3.19 (3)	4
PM Peak Hour	3.28 (3)	1.27 (1)	4
Daily Traffic	22.28 (22)	23.01 (23)	45

From the table above it can be seen that the development is likely to generate around 4 traffic movement in each of the AM and PM peak and a daily total of 45 (two-way) traffic movements.

Such a small increase in traffic from the development is not considered to have a material impact on the surrounding highway network. The TRICS data is included as [Appendix 5](#) to this Note.

Summary and Conclusion

This Highway Technical Note has been commissioned in support of a planning application submission for the demolition of an existing B8 storage use and for the erection of 9 dwellings on land at Bobs Farm, Vyne Road, Sherborne St John.

The site is to be served by an existing access which is to be improved, and which has visibility in accordance with the LHA's document Technical Guidance 3.

Car and cycle parking is to be provided slightly in excess of the adopted parking standards.

The layout has been designed to accommodate the turning requirements of a large refuse freighter.

The likely additional traffic impact from the development is considered to be minimal and will not lead to any detriment to highway safety.

It is therefore considered that the development is acceptable from a highway point of view.

Nick Culhane June 2023

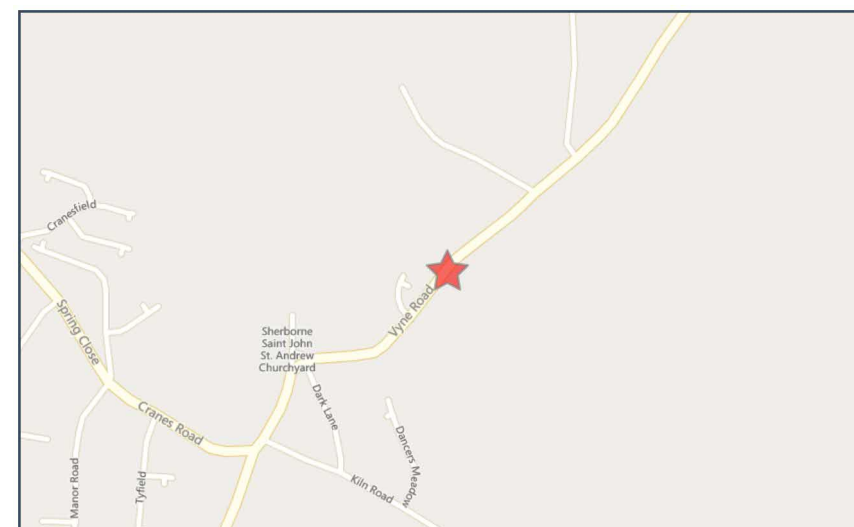
Appendix 1

Accident Details

Validated Data

Crash Date: Monday, November 29, 2021 Time of Crash: 12:30:00 PM Crash Reference: 2021440480835

Highest Injury Severity:	Slight	Road Number: U0	Number of Casualties: 1
Highway Authority:	Hampshire		Number of Vehicles: 1
Local Authority:	Basingstoke and Deane Borough		OS Grid Reference: 462653 155616
Weather Description:	Fine without high winds		
Road Surface Description:	Wet or Damp		
Speed Limit:	30		
Light Conditions:	Daylight: regardless of presence of streetlights		
Carriageway Hazards:	None		
Junction Detail:	Not at or within 20 metres of junction		
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres		
Road Type:	Single carriageway		
Junction Control:	Not Applicable		



For more information about the data please visit: www.crashmap.co.uk/home/Faq
 To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	4	Male	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	46 - 55	In carriageway, not crossing	Walking along in carriageway - facing traffic

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix 2

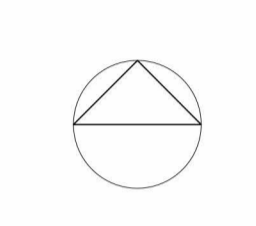
Site Layout Plan

THIS DRAWING MUST NOT BE SCALED AND ALL DIMENSIONS ARE TO BE CHECKED ON SITE BEFORE WORK IS COMMENCED. THE DESIGN AND DRAWING ARE THE COPYRIGHT OF THE CONSULTANTS AND MUST NOT BE USED OR REPRODUCED WITHOUT THEIR PERMISSION. ANY DISCREPANCIES ARE TO BE REPORTED IMMEDIATELY TO THE CONSULTANTS. ALL INFORMATION SHOWN ON THE DRAWING IS SUBJECT TO OBTAINING THE NECESSARY STATUTORY CONSENTS.

KEY

- TO BE REMOVED
- PROPOSED SITE BOUNDARY
0,84 ha
- PROPOSED TREES
- TREE RPA (ASSUMED)

0 5 10 15
metres



B	27.06.23	Plot 1 and 4 mirrored, Plot 4 garage detached
A	14.06.23	Design revised
REVISIONS		

RADLEY HOUSE
PARTNERSHIP | CHARTERED ARCHITECTS

t. 01962842228
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w. www.radleyhouse.co.uk

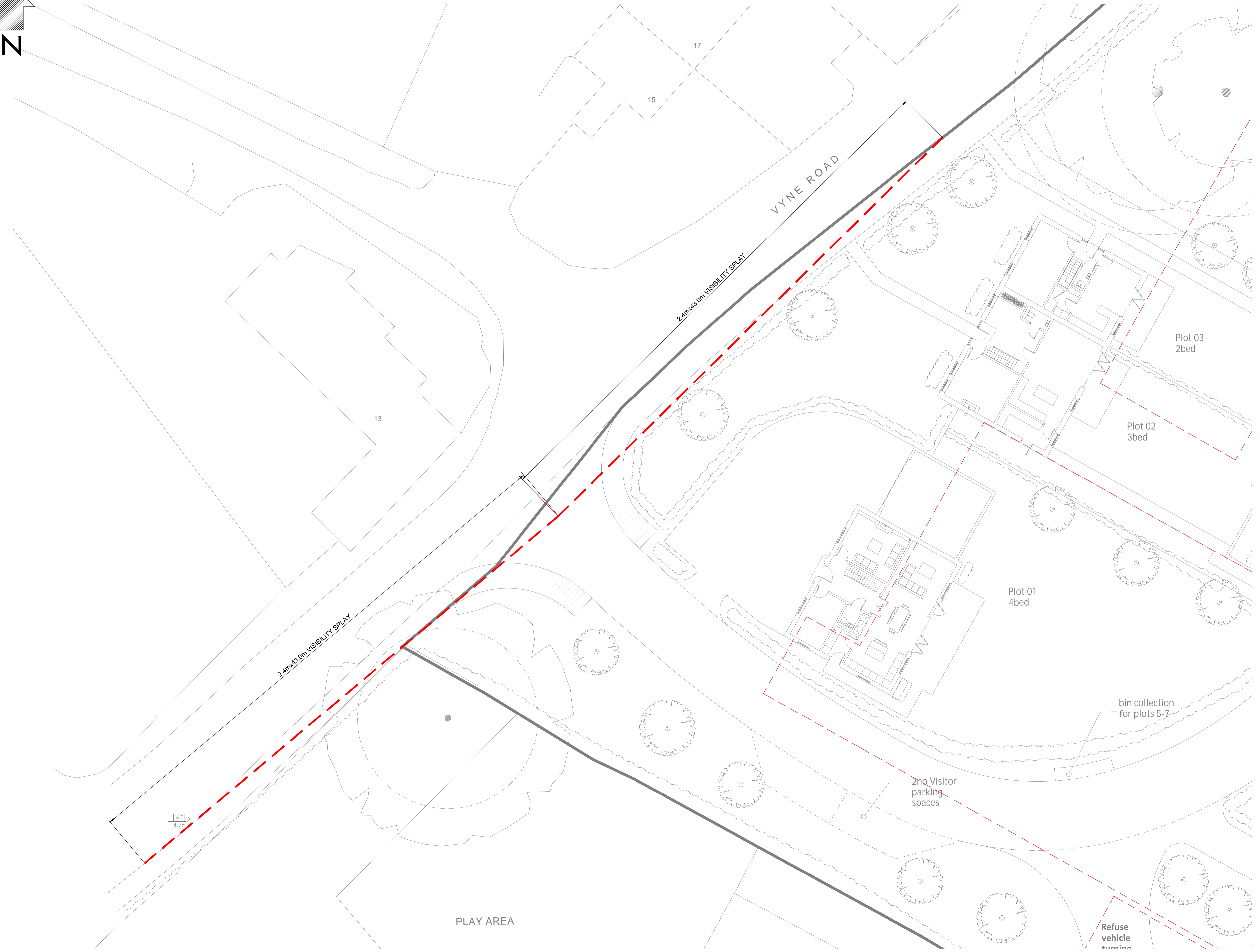
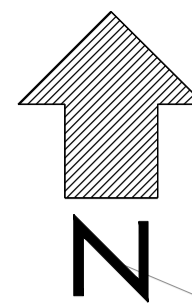
20 Staple Gardens | Winchester | SO23 8SR

JOB | BOB'S FARM, VYNE ROAD, SHERBORNE
DWG | PROPOSED SITE PLAN

S | 1:250
D | JUNE 23 No. | 8160/D01/B

Appendix 3

Access and Visibility



Client



Project
RESIDENTIAL DEVELOPMENT AT BOBS FARM, VYNE ROAD SHERBORNE ST JOHN

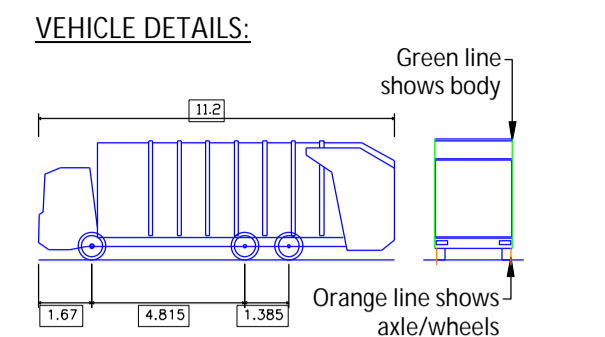
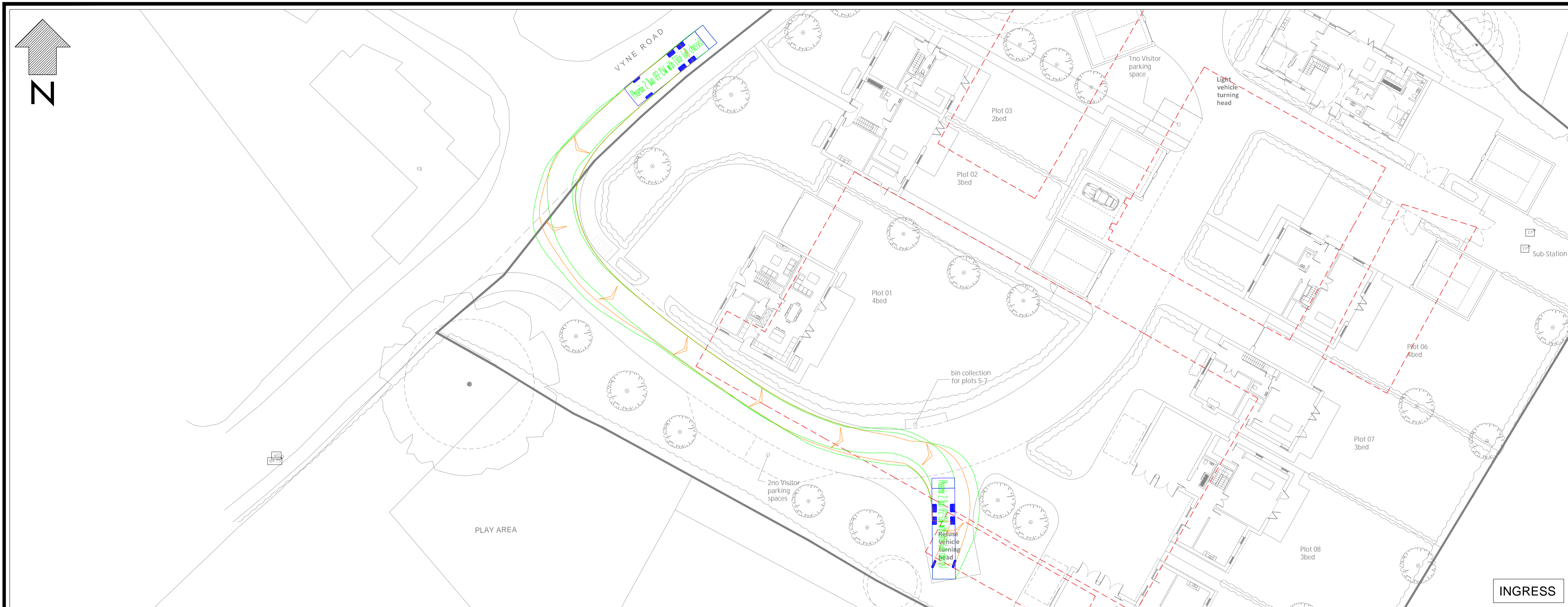
Drawing Title
ACCESS AND VISIBILITY

Drawing Status
FOR INFORMATION

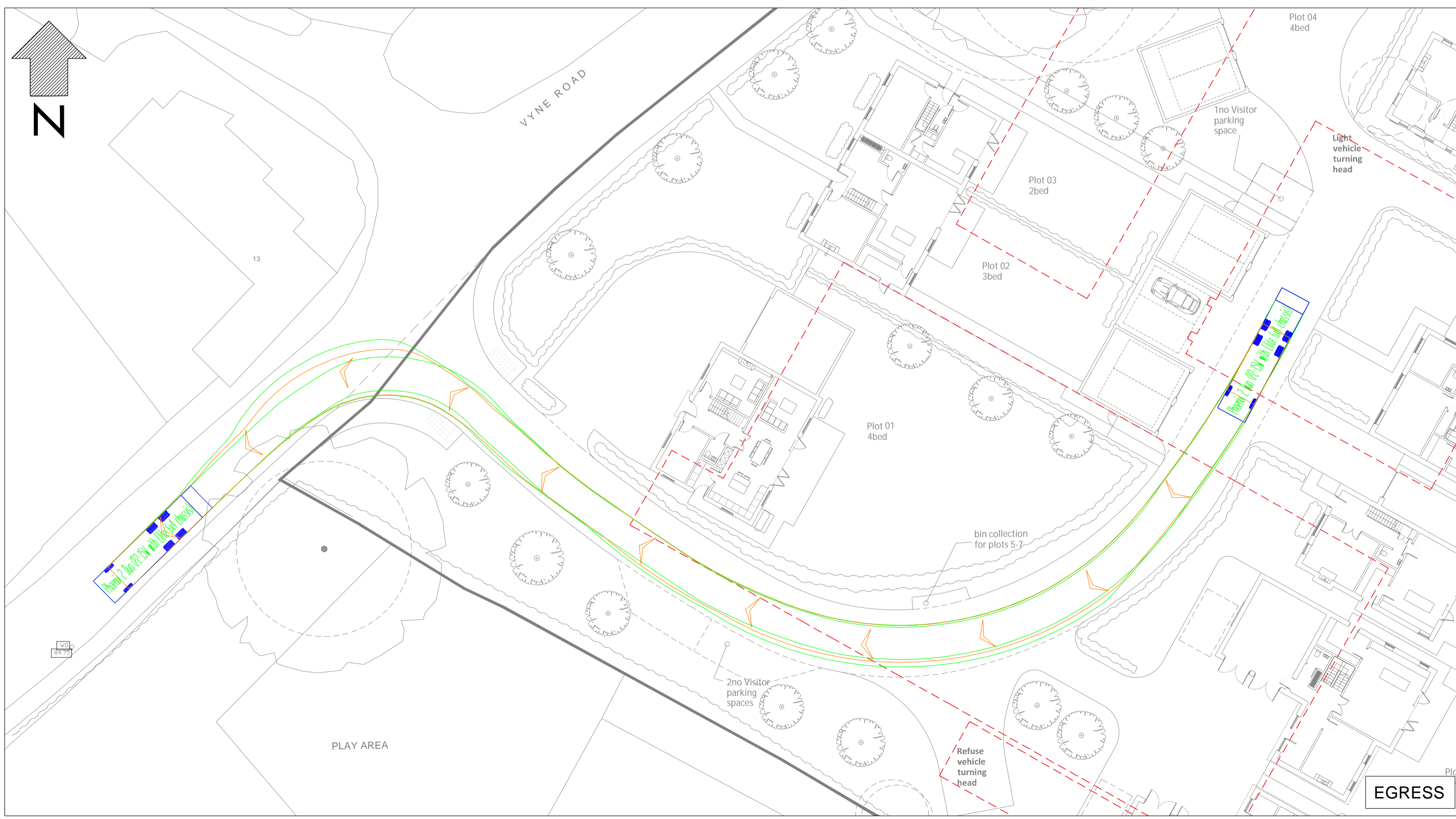
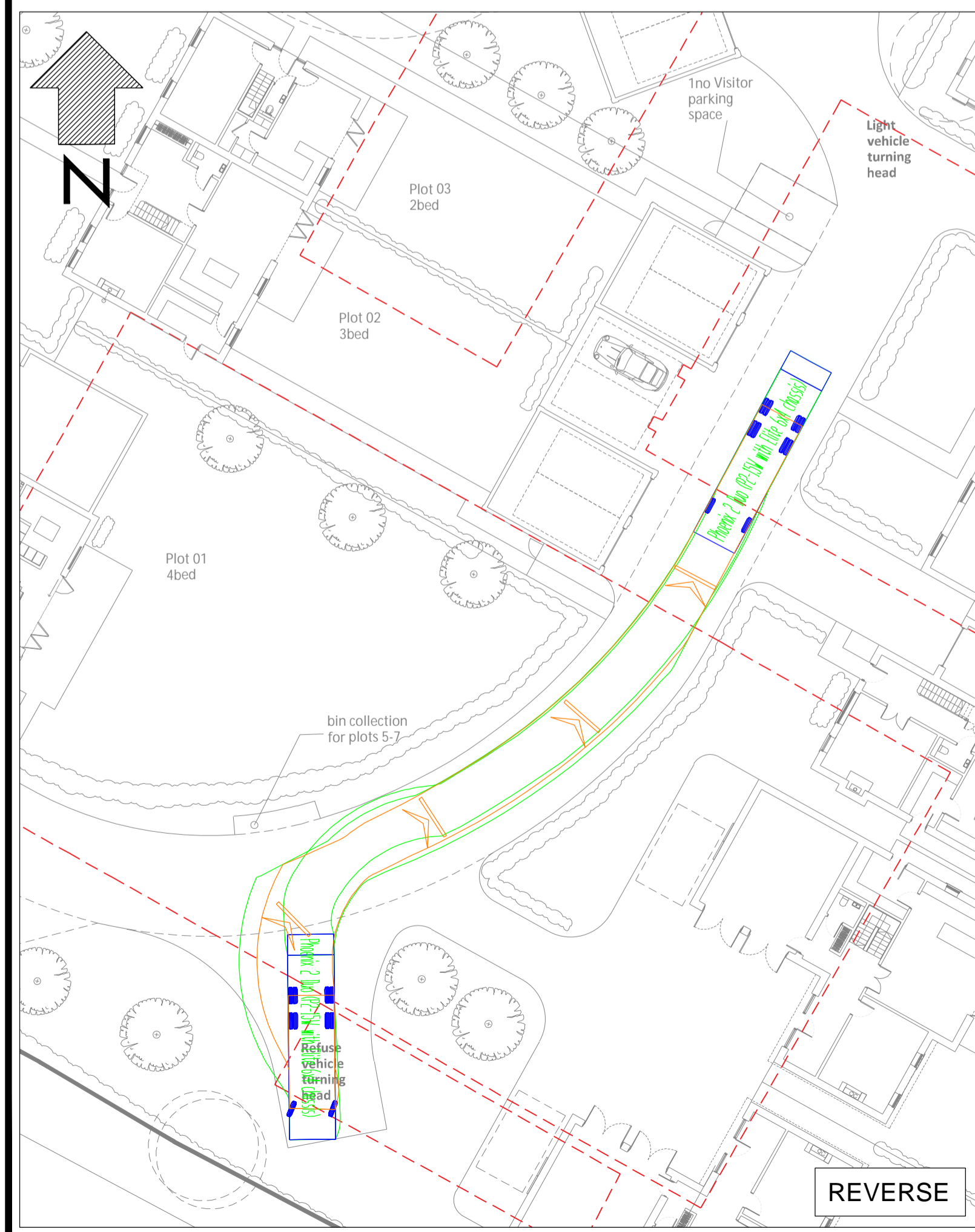
Date JUN 2023	Scale 1:150	Size A1
Drawing No. NJC-001	Rev 2	


Appendix 4

Swept Path Tracking – Refuse Freighter



VEHICLE DETAILS:
 PHOENIX 2 DUO
 (P2-15W WITH ELITE 6X4 CHASSIS)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 2.751m
 Min Body Ground Clearance 0.394m
 Track Width 2.500m
 Lock-to-lock time 1.0s
 Curb to Curb Turning Radius 9.500m



Client


Project
 RESIDENTIAL DEVELOPMENT AT BOBS
 FARM, VYNE ROAD SHERBORNE ST JOHN

Drawing Title
 SWEPT PATH TRACKING

Drawing Status
 FOR INFORMATION

Date	Scale	Size
JUN 2023	1:250	A1

Drawing No.	Rev
NJC-002	2

Appendix 5

TRICS Data

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	LC LANCASHIRE	1 days
10	WALES	
	VG VALE OF GLAMORGAN	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: No of Dwellings
 Actual Range: 10 to 32 (units:)
 Range Selected by User: 10 to 50 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 19/11/21

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:

Monday	1 days
Wednesday	4 days
Friday	1 days

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

Selected survey types:

Manual count	5 days
Directional ATC Count	1 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5

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	6
------------------	---

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.

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	3 days
15,001 to 20,000	2 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
125,001 to 250,000	2 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	4 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 6 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 6 days

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

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	LC-03-A-31 GREENSIDE PRESTON COTTAM Edge of Town Residential Zone Total No of Dwellings: 32 Survey date: FRIDAY 17/11/17	DETACHED HOUSES	LANCASHIRE	Survey Type: MANUAL
2	NF-03-A-03 HALING WAY THETFORD Edge of Town Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 16/09/15	DETACHED HOUSES	NORFOLK	Survey Type: MANUAL
3	NF-03-A-10 HUNSTANTON ROAD HUNSTANTON Edge of Town Residential Zone Total No of Dwellings: 17 Survey date: WEDNESDAY 12/09/18	MIXED HOUSES & FLATS	NORFOLK	Survey Type: MANUAL
4	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 10 Survey date: WEDNESDAY 10/05/17	TERRACED HOUSES	NORTH YORKSHIRE	Survey Type: DIRECTIONAL ATC COUNT
5	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 09/09/15	DETACHED HOUSES	SUFFOLK	Survey Type: MANUAL
6	VG-03-A-01 ARTHUR STREET BARRY Edge of Town Residential Zone Total No of Dwellings: 12 Survey date: MONDAY 08/05/17	SEMI -DETACHED & TERRACED	VALE OF GLAMORGAN	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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	17	0.071	6	17	0.293	6	17	0.364
08:00 - 09:00	6	17	0.121	6	17	0.354	6	17	0.475
09:00 - 10:00	6	17	0.101	6	17	0.242	6	17	0.343
10:00 - 11:00	6	17	0.212	6	17	0.182	6	17	0.394
11:00 - 12:00	6	17	0.162	6	17	0.162	6	17	0.324
12:00 - 13:00	6	17	0.232	6	17	0.253	6	17	0.485
13:00 - 14:00	6	17	0.182	6	17	0.152	6	17	0.334
14:00 - 15:00	6	17	0.202	6	17	0.212	6	17	0.414
15:00 - 16:00	6	17	0.273	6	17	0.253	6	17	0.526
16:00 - 17:00	6	17	0.313	6	17	0.141	6	17	0.454
17:00 - 18:00	6	17	0.364	6	17	0.141	6	17	0.505
18:00 - 19:00	6	17	0.242	6	17	0.172	6	17	0.414
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.475			2.557			5.032

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:	10 - 32 (units:)
Survey date range:	01/01/14 - 19/11/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
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.