

APPELLANT'S WRITTEN STATEMENT OF CASE

Appeal against an Enforcement Notice issued by Winchester City Council relating to land and premises operated by 2 Brothers Concrete Pumping at Shedfield Equestrian Centre, Botley Road, Shedfield, Hampshire, SO32 2HN

Prepared by Pro Vision on behalf of Shedfield Equestrian Centre

September 2023

APPEAL AGAINST AN ENFORCEMENT NOTICE ISSUED BY WINCHESTER CITY COUNCIL RELATING
TO LAND AND PREMISES OPERATED BY 2 BROTHERS CONCRETE PUMPING AT SHEDFIELD
EQUESTRIAN CENTRE, BOTLEY ROAD, SHEDFIELD, HAMPSHIRE, SO32 2HN

APPELLANT'S WRITTEN STATEMENT OF CASE

PROJECT NO. 51486-EN08

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THE LODGE

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1.0 Introduction

1.1 This Written Statement of Case relates to an appeal against an Enforcement Notice (EN) that was issued by Winchester City Council (WCC) – the local planning authority (LPA) – on 1 August 2023. A copy of the EN is attached at Appendix A. The EN relates to land and premises at Shedfield Equestrian Centre, Shedfield, SO32 2HN (the appeal site) shown edged in red on the plan attached to the EN.

1.2 Pro Vision has been instructed by Shedfield Equestrian Centre (“the Appellant”) who was served a copy of the EN (by email) as landowner. The tenant is 2 Brothers Concrete Pumping (“2Bros”)

1.3 But for this appeal, the EN would have come into effect on 5 September 2023.

Alleged Breach of Planning Control

1.4 The EN alleges:

“Without planning permission, the material change of use of the Land to B2 general industrial (known as 2 Brothers Concrete Pumping); together with operational development which facilitates the change of use of the Land.”

1.5 The Appellant’s grounds of appeal are:

- i. Ground [b] that the breach of planning control alleged in the EN has not occurred as a matter of fact; and
- ii. Ground [a] that planning permission ought to be granted for the proposed development.

2.0 The Appeal Site & Surroundings

The Site

- 2.1 The appeal site forms part of Shedfield Equestrian Centre, a mixed-used site comprising various commercial and recreational uses.
- 2.2 The appeal site extends to approximately 805m². It is occupied and operated by 2 Brothers Concrete Pumping and is used principally for the storage of materials, vehicles, plant and machinery. Temporary containers are used for administration and security.
- 2.3 The appeal site is surfaced in a combination of hardcore topped with tarmac or scalplings. The site is accessed via an existing private way through the mixed-use site, with an existing vehicular access onto the A334 Botley Road.
- 2.4 The appeal site is enclosed by a 2m timber close boarded fence.
- 2.5 There are no ecological designations that apply to the appeal site. There are no trees on site yet a tree preservation order (TPO)¹ washes over the appeal site.
- 2.6 There are no heritage designations that apply to the appeal site.
- 2.7 There are no public rights of way (PRoW) running through the appeal site.
- 2.8 The appeal site is within Flood Zone 1 (meaning it has a low probability of flooding from rivers and the sea). It is also identified as being at very low risk from surface water flooding (less than a 0.1% chance of flooding each year).

Surrounding Area

- 2.9 The land immediately surrounding the appeal site is within the appellant's ownership and is in a variety of uses.
- 2.10 Land to the north and north-west of the appeal site forms part of a commercial riding school comprising an indoor arena, outdoor area, paddocks and associated buildings. Part of the first floor of the indoor arena also comprises 3 no. 1 bedroom flats which are used as visitor accommodation ancillary to the equestrian business. The equestrian business is accessed via

¹ TPO 1569W1 (Dagwells Copse, Shedfield)

the existing vehicular access onto the A334 Botley Road. There is a secondary access onto the A334 Botley Road within the appellant's ownership.

- 2.11 Land to the east is used by Lockhams Recycling for the recycling and storage of inert building waste. Other nearby yards are used by various civil engineering companies for the storage of materials and equipment. These uses are accessed via the A334 Botley Road
- 2.12 Land to the north-east is in a variety of commercial uses (retail, catering, office, workshops) with access from the A334 Botley Road.
- 2.13 An area of hardstanding to the south-west is used for the storage of vehicles, including those used by travelling showpeople.
- 2.14 Land within the appellant's ownership to the west is in agricultural use, whilst a large solar farm falls outside the appellant's control. A cluster of buildings in commercial use (including storage, shot blasting and vehicle repairs) are scheduled for removal in accordance with the terms of a previous enforcement notice².
- 2.15 A TPO covers the access onto the A334 Botley Road and other land/buildings in commercial use³.
- 2.16 The nearest listed buildings are a pair of Grade II listed cottages (The Aylings) approximately 350m north of the appeal site. There are no other designated (or undesignated) heritage assets nearby.
- 2.17 There are no PRow through Shedfield Equestrian Centre. The A334 Botley Road is approximately 250m from the appeal site.
- 2.18 The settlement of Shedfield lies to the north-east of the A334 Botley Road.
- 2.19 The A334 provides vehicular access to Botley train station (3.9km), local services (4.9km) and J7 of the M27 (8.6km) to the west. Local services are available in Wickham to the south-east (2.7km) along with J10 of the M27 (8.9km). From Wickham, the A32 (3.1km) provides access into the South Downs National Park and higher order settlements such as Alton (35km).
- 2.20 Shedfield Church Meadows Site of Importance for Nature Conservation (SINC) is located opposite the entrance to Shedfield Equestrian Centre, approximately 250m north-east of the

² Appeal Decisions APP/L1765/C/22/3300720, 3300722, 3309990, 3300697

³ TPO 1489A1 (Tree & Shrub Centre, Wickham Road, Shedfield)

appeal site. Biggs Copse SINC is approximately 160m to the north of the appeal site. Horse Wood SINC is approximately 230m south of the appeal site. Brook Wood SINC, Little Brook Wood SINC and Shedfield Common SINC are between 330m – 400m to the east/south-east of the appeal site.

- 2.21 Waltham Chase Meadows Site of Special Scientific Interest (SSSI) is approximately 2km to the north-east. The Botley Wood & Everett’s and Mushes Copses SSSI is approximately 2km to the south-west. The Upper Hamble Estuary & Woods SSSI⁴ is approximately 3km to the west of the appeal site.

Planning History

- 2.22 There is limited planning history relating to development of the appeal site in isolation.
- 2.23 A Certificate of Lawfulness for Existing Use or Development (CLEUD) for the importation, processing, storage and distribution and use of materials, including soil screening, concrete crushing and cement production⁵ was refused by Hampshire County Council in a decision dated 30/4/2013. The appeal site was included within the red line of the CLEUD. The application was refused on the grounds that insufficient evidence had been submitted by the applicant to establish that, on the balance of probabilities, the site has been used for the importation, processing, storage and distribution and use of materials including soil screening, concrete crushing and cement production continuously for a period in excess of 10 years.
- 2.24 There is a long and varied planning history associated with the wider Shedfield Equestrian Centre and associated land.
- 2.25 Planning permission was granted in an appeal decision dated 24/2/2015 for the processing of inert materials and builders waste for recycling⁶ on adjoining land (now operated by Lockhams Recycling). A retrospective planning application to provide an enlarged area for the storage of materials only (no processing) is currently pending consideration⁷.
- 2.26 Planning permission for a large indoor arena on adjoining land was granted in a decision dated 4/6/2013⁸. Planning permission was subsequently granted to enlarge the indoor arena in a

⁴ Also a Special Area of Conservation (SAC) and Solent & Southampton Water Special Protection Area (SPA)

⁵ HCC ref. 12/00714/HCS

⁶ HCC ref. 13/02238/HCS

⁷ HCC ref.22/02015/HCS

⁸ WCC ref.12/02417/FUL

decision dated 12/10/2015⁹. Both permissions have been implemented. An application to expand the use of the equestrian arena to include events and associated operational development is currently pending consideration¹⁰.

- 2.27 Elsewhere on the landholding, planning permission for a waste transfer station was refused in a decision notice dated 20/7/2023¹¹. The reasons given cited landscape impact and lack of need for a countryside location.
- 2.28 Similarly, a number of conjoined appeals against enforcement notices relating to the unauthorised commercial use of land and associated operational development were dismissed (and the EN upheld) on land adjacent to the solar farm in a decision notice dated 1/3/2023¹². They were dismissed on the grounds that insufficient evidence had been submitted by the applicant to establish that, on the balance of probabilities, the sites had been used continuously as alleged for a period in excess of 10 years.
- 2.29 On land adjoining the Equestrian Centre, planning permission for the construction of a solar park to the west of the appeal site was granted in a decision dated 10/7/2012¹³. The planning permission has been implemented.

Enforcement

- 2.30 A Planning Contravention Notice (PCN) questioning the use of land and operational development at the appeal site was served on the Appellant by WCC Enforcement in a letter dated 7/7/2021¹⁴. The Appellant responded in a letter dated 25/8/2021 confirming the use of the land as a civil engineering yard, used by the existing tenant since 2020, including the use of containers as storage and ancillary offices.

⁹ WCC ref.15/01841/FUL

¹⁰ WCC ref.23/01759/FUL

¹¹ HCC ref.22/01797/HCS

¹² PINS refs. APP/L1765/C/22/3300720, 3300722, 3309990, 3300697

¹³ WCC ref.12/00913/FUL

¹⁴ WCC ref.21/00168/COU (paras 4.45-4.49)

3.0 Ground [B] Appeal

- 3.1 The alleged breach of control has not occurred as a matter of fact.
- 3.2 The EN alleges “...*the material change of use of land to B2 general industrial (known as 2 Brothers Concrete Pumping; together with operational development which facilitates the change of use of the land*”. This is incorrect as a matter of fact.
- 3.3 The land within the red line on the EN is used by the tenant as a storage depot for vehicles, machinery and materials. As such the land in question is in B8 (storage & distribution) Use.
- 3.4 There are no industrial processes carried out on the land – concrete is not mixed or made on the land. Raw materials are stored, loaded into plant and transported to the customer off-site where they are then mixed. Materials for the production of concrete are stored on site but batching is carried out by a lorry. Concrete is only mixed as required and when the lorry reaches its destination. As such, the use is clearly not one which falls within Use Class B2 of the 1987 Order as amended.
- 3.5 The use of containers for administration and staff welfare is ancillary to the overall use. It has recently been established¹⁵ that containers do not amount to buildings and therefore do not create floorspace given their temporary nature. The inspector in this case accepted the containers could be on the site for many years but ruled that, as a matter of fact and degree, they did not amount the erection of permanent structures for which express planning permission is required. Additionally, and as determined by the Inspector in the above case, the containers merely rest on the ground without need for foundations or requiring any change to the form of the land.
- 3.6 A copy of the Appeal decision notice is attached at Appendix B.
- 3.7 In conclusion, whilst the appellant accepts that there has been a material change of use, the use that is occurring on site falls clearly within Use Class B8 and not Use Class B2 as is alleged by the Council in the EN.

¹⁵ APP/V0728/W/23/3314720 MKM Building Supplies, Limerick Road, Dormanstown, Redcar TS10 5JU

4.0 Ground [A] Appeal

4.1 Without prejudice to ground (b), planning permission should be granted for the development that has occurred; namely *“the material change of use of the land to B8 storage & distribution”* together with the siting of temporary structures and plant which facilitates the change of use of the land. The plans to be considered by this ground [a] appeal are attached at Appendix C.

Planning Application Fee

4.2 The Government’s Planning Practice Guidance confirms that for deemed planning applications, *“The fee is double that which would be payable for a corresponding planning application that was made at the time the enforcement notice was issued, as set out in [regulation 10\(3\) of the 2012 Fees Regulations.](#)”*

4.3 With reference to the Redcar appeal (at paragraph 3.5 above), the Inspector concluded that due to the lack of permanence of containers and thereby the lack of any floorspace created, a fee is required only for a change of use of the land. Paragraph 8 of the appeal decision confirms that:

“For the above reasons and on consideration of Section 55(1A) of the TCPA, I conclude that the containers would be placed on the appeal site to facilitate the change of use of the land from a building supplies depot to a self-storage facility. They would not be buildings and therefore the proposal does not include works that are building operations. Consequently, the fee that is payable is that for a change of use, which is £462.”

4.4 As such, the fee payable is £924, i.e. double £462.

Reason for Enforcement Notice

4.5 The Council’s reasons for issuing the EN against an alleged B2 use state that the development is contrary to LPP1 policies MTRA3 and MTRA4 insofar as it results in inappropriate development within the countryside with no justification. It is considered that these policies would also apply to a B8 use on the site.

The Development Plan

4.6 Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that this ground [a] appeal should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.7 The relevant parts of the Development Plan comprises:

- Winchester District Local Plan Part 1 – Joint Core Strategy (LPP1); and
- Winchester District Local Plan Part 2 – Development Management (LPP2).

4.8 The following LPP1 policies are relevant:

- Policy DS1 – Development Strategy & Principles
- Policy MTRA3 – Other Settlements in the Market Towns and Rural Area
- Policy MTRA4 – Development in the Countryside
- Policy CP8 – Economic Growth & Diversification
- Policy CP10 – Transport
- Policy CP14 – The Effective Use of Land
- Policy CP16 – Biodiversity
- Policy CP20 – Heritage & Landscape Character

4.9 The following LPP2 policies are relevant to this proposal:

- Policy DM1 – Location of New Development
- Policy DM20 – Development & Noise
- Policy DM23 – Rural Character

Material Considerations

4.10 Section 70 (2) of the Town and Country Planning Act 1990 requires that all material considerations are taken into account.

4.11 The National Planning Policy Framework (NPPF) (2021) sets out the Government’s planning policies for England and how these should be applied. It is a material consideration in determining planning applications. The NPPF confirms that applications for planning permission are required to be determined in accordance with the development plan unless material considerations indicate otherwise¹⁶.

4.12 The NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development¹⁷. It goes on to advise that for decision-taking this means approving development proposals which accord with an up-to-date development plan without delay, or where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting planning permission unless the application of policies in the NPPF that protect areas or assets of particular importance provide a clear reason for refusing the development proposed, or any adverse impacts of doing

¹⁶ NPPF#2

¹⁷ NPPF#7

so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole¹⁸.

- 4.13 The NPPF adds that local planning authorities should approach decisions on proposed development in a positive and creative way¹⁹. They should work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.
- 4.14 In supporting a prosperous rural economy, the NPPF requires decisions to enable the sustainable growth and expansion of all types of business in rural areas, and encourage the development and diversification of rural businesses²⁰. Importantly, the NPPF emphasises that planning decisions should recognise that sites to meet local business needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport²¹. It adds that the use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
- 4.15 The NPPF identifies 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 severe²².

Assessment of Planning Policy & Material Considerations

- 4.16 This appeal on ground [a] comprises a deemed planning application (DPA) for planning permission for the change of use of the land outlined on the site location plan to B8 (open storage) use.
- 4.17 The DPA site is located in 'countryside' for planning purposes.
- 4.18 For the purposes of assessing the proposed development against the relevant planning policies it is helpful to firstly establish that the application site can be regarded as Previously Developed Land (PDL).

¹⁸ NPPF#11

¹⁹ NPPF#38

²⁰ NPPF#84

²¹ NPPF#85

²² NPPF#111

- 4.19 The NPPF defines PDL as land which is or was occupied by a permanent structure, including the curtilage of the developed land [my emphasis], and any associated fixed surface infrastructure.
- 4.20 The site forms part of Shedfield Equestrian Centre as confirmed by the 2021 Planning Contravention Notice (PCN)²³ which identified the extent of Shedfield Equestrian Centre edged in red. A copy of the plan appended to the PCN is attached at Appendix D.
- 4.21 Until c.2018/19 the DPA site comprised paddocks previously used in association with the equestrian business.
- 4.22 In allowing a 2019 appeal for new dwellings in Oxfordshire²⁴, an Inspector concluded that a site comprising stables, barn, a menage and associated paddocks constitutes PDL as defined by the NPPF.
- 4.23 Therefore, as land within the curtilage of a permanent structure (the equestrian centre), the land represents PDL. This reflects the principles discussed in *Dartford Borough Council v The Secretary of State for Communities and Local Government [2017]* EWCA Civ 141 which established that a parcel of undeveloped land was PDL because it was within the curtilage of a permanent structure, and it was not excluded as “*land in built up areas such as private residential gardens, parks, recreation grounds and allotments*”.
- 4.24 LPP1 policy DS1 (Development Strategy & Principles) sets out the District’s over-arching development strategy and principles. This states that the Council will take a positive approach that reflects the presumption in favour of sustainable development set out in the NPPF.
- 4.25 Policy DS1 goes on to state:
- “The Council will work proactively to find solutions which mean proposals that accord with planning policies can be approved wherever possible and to secure development that improves the economic, social and environmental conditions in the area”.*
- 4.26 Policy DS1 supports economic development in the rural area that serves local needs in accessible and sustainable locations. LPP1 policy MTRA3 acknowledges that Shedfield has no defined settlement boundary and is therefore within ‘countryside’ for planning purposes, but also identifies Shedfield as a suitable settlement for new development in principle. The

²³ See paragraph 2.30 above

²⁴ APP/D3125/W/19/3235474 Clover Court, Bushey Drive, Clanfield, OX18 2TS

Equestrian Centre forms part of the rural edge of the settlement, with a dedicated footway from the site entrance into the village. Hence, the DPA site enjoys the same accessibility benefits as the settlement.

4.27 Further, the DPA site is located within an existing mixed-used commercial, recreational and industrial site adjacent to the A334 Botley Road, which provides road access from Junction 10 of the M27. Junction 10 is a ten-minute journey by road from the application site²⁵. This provides straightforward access to major/minor residential areas throughout the strategic road network via the M3, A3(M), the A27 and A31.

4.28 The A32 is a five-minute journey by road from the DPA site. The A32 is the main north-south arterial route through the western part of the South Downs National Park, up to Alton.

4.29 The site is therefore in an accessible location with very strong transport connections and access to markets for concrete.

4.30 The appeal site does not accord with MTRA3 insofar as it does not represent infilling of a continuously developed road frontage and does not benefit from clear community support.

4.31 However, LPP1 policy MTRA4 (Development in the Countryside) does state that the LPA will permit the expansion or redevelopment of existing buildings where they are proportionate to the nature and scale of the site, its setting and countryside location, and:

- facilitate the expansion on-site of established businesses; OR [my emphasis]
- meet an operational need.

4.32 As discussed, the DPA site forms part of the Appellant’s established business (Shedfield Equestrian Centre). The proposals will therefore facilitate the expansion on-site of an established business.

4.33 In addition, there is currently a shortage of affordable open storage opportunities for small businesses in the Solent region despite demand. A review of a national property website²⁶ identified the following properties currently available to rent:

#	Address	Size (ha)	£/pa	✓/x	reason
	None available	~	~	~	~

Table 1: Property Type – search “storage”; “land”; “farm” (3 miles radius)

²⁵ Measured using Google Maps

²⁶ Source: www.rightmove.co.uk (date: 31/08/2023)

#	Address	Size (ha)	£/pa	✓/x	reason
	None available	~	~	~	~

Table 2: Property Type – search “storage”; “land”; “farm” (5 miles radius)

#	Address	Size (ha)	£/pa	✓/x	reason
1	Portsmouth Technology Park, Portsmouth, PO6 3RU	0.08	POA	x	Unsuitable: Unsuitable location to meet tenant needs C3 application pending
2	Voyager Park, Portsmouth, PO3 5FL	0.4	125,000	x	Unsuitable: Too big
3	Plot 300, Eastleigh Works, Eastleigh, SO50 5AD	0.3	76,500	x	Unsuitable: Too big Unsuitable location (residential)
4	Silkstead Farm, Hursley, SO21 2LG	0.08	40,000	x	Unsuitable: Lack of outside storage
5	Plot 303, Eastleigh Works, Eastleigh, SO50 5AD	0.15	36,000	x	Unsuitable: Unsuitable layout Building too large
6	Yard 3, The Skill Centre, Portsmouth, PO3 5LF	0.06	34,000	x	Unsuitable: Unsuitable location (residential)
7	Access Self Storage, Portsmouth, PO1 4QL	0.004	7,000	x	Unsuitable: Too small Internal storage only
8	Lobelia Rd, Southampton, SO16 3JT	0.0005	4,750	x	Unsuitable: Too small Unsuitable location (residential)
9	Safestore Self Storage, Portsmouth, PO6 4BQ	0.0006	3,120	x	Unsuitable: Too small Internal storage only

Table 3: Property Type – search “storage”; “land”; “farm” (10 miles)

4.34 A review of the same website identified the following land parcels currently for sale²⁷:

#	Address	Size (ha)	£	✓/x	reason
10	Ludwells Fm, Waltham Chase, SO32 2LH	4.5	POA	x	Unsuitable: Too big No pp Planning Permission for C2
11	Segensworth West, Fareham, PO15 5SW	1.85	POA	x	Unsuitable: Too big Considerable works needed
12	Mayles Lane, Fareham, PO17 5BZ	20.0	1,250,000	x	Unsuitable: No pp Too big
13	Trampers Lane, North Boarhunt, PO17 6DD	0.3	750,000	x	Unsuitable: No pp Unsuitable location (residential) Too small
14	Buddens Lane, Soberton Heath, PO17 5BA	7.0	535,000	x	Unsuitable: No pp South Downs National Park Too big
15	Cold Down Copse, Botley, SO32 2DP	2.0	140,000	x	Unsuitable: No pp Woodland
16	Plot S09, Whiteley Lane, Whiteley, SO15 7AH	0.002	1	x	Unsuitable: No pp Too small No access

²⁷ A number of land parcels benefit from residential planning permission and are not recorded here

17	Land off Siskin Close, Bishops Waltham, SO32 1RN	n/a	1	x	Unsuitable: Freehold of highway
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Table 4: Property Type – search “storage”; “land”; “farm” (3 miles)

#	Address	Size (ha)	£	✓/x	reason
18	Kanes Hill, Southampton, SO19 6DX	0.4	900,000	x	Unsuitable: No pp Woodland Considerable works needed

Table 5: Property Type – search “storage”; “land”; “farm” (5 miles)

#	Address	Size (ha)	£	✓/x	reason
19	Solent View, Calshot, SO45 1BE	2.7	2,250,000	x	Unsuitable: No pp Too big Outside catchment
20	The Avenue, Southampton, SO17 1XN	0.05	750,000	x	Unsuitable: Too small Unsuitable location (residential)
21	150-160 Shirley Rd, Southampton, SO15 3FP	0.05	525,000	x	Unsuitable: Too small No external storage
22	Lovedean Lane, Lovedean, PO8 9RX	0.8	85,000	x	Unsuitable: No pp Considerable works needed
23	1 Acre Paddock, Corhampton, SO32 3NA	0.4	75,000	x	Unsuitable: No pp Considerable works needed

Table 6: Property Type – search “storage”; “land”; “farm” (10 miles)

- 4.35 None of the available properties are comparable with the DPA site. Many of the available sites are too large and are seeking a single occupier, whilst other sites are too small and/or demand unrealistic land values (due to residential potential). Many of the sites require planning permission for a storage use.
- 4.36 Hence, there is a clear lack of suitable supply to meet an acknowledged need. Importantly, this lack of supply may encourage operators to relocate out of the District which could have a negative impact on the local economy.
- 4.37 On this basis, it is considered that the proposals subject of this DPA will facilitate the expansion on site of existing business, and meet an operational need to be located in the countryside, in accordance with policy MTRA4.
- 4.38 Indeed, as part of proposals for new office development at Hazeley Enterprise Park²⁸ in countryside near Twyford, Winchester City Council advised:

²⁸ SDNP/14/02993/PRE Hazeley Enterprise Park, Twyford

“...however, in this case as the site is within an existing business park, we can balance MTRA4 with policy CP8 (economic growth and diversification) which allows the intensification of previously developed land to support employment growth at sustainable locations”.

- 4.39 A copy of this advice is attached at Appendix E.
- 4.40 The development referred to above was subsequently approved, constructed and is now occupied. A similar proposal for the erection of 6 no. light industrial units at a depot in countryside near Winchester²⁹ was approved by the LPA under delegated powers in May 2022.
- 4.41 A copy of the officer’s report is attached at Appendix F.
- 4.42 This approach is underpinned by policy DS1 which states that development proposals will be expected to make efficient use of land within existing settlements and prioritise the use of previously developed land in accessible locations.
- 4.43 This is echoed by LPP1 policy CP8 (Economic Growth & Diversification) which supports economic development and diversification through the regeneration of PDL. LPP1 policy CP14 (Effective Use of Land) states that the development potential of all sites should be maximised.
- 4.44 Need for a countryside location has been compounded by the lack of provision of new employment land for many years. A major factor in this is down to urban sites demanding higher value employment uses (e.g. offices) or residential/student accommodation/care homes which demand higher land values.
- 4.45 The latest Strategic Housing & Employment Land Availability Assessment³⁰ (SHELAA) identifies a very limited number of small sites for potential new employment in the District. Of 131 small sites identified for potential development, only 3 are promoted for employment use (2%) and all small sites promoted for employment are in the countryside. No planning permissions are in place. Sites shaded grey are located in the north of the District and arguably in a different market area.

#	Address	Size (ha)	Urban/countryside
BW25	Land rear of Three Oaks Dog Kennels, Botley Rd, Bishops Waltham	0.81	countryside
KW06	Land north of North Winchester Fm, Kingsworthy	0.96	countryside
SH54	Land north of Chase Road, Waltham Chase	0.32	countryside/gap

Table 7: Small employment sites (<1ha)

²⁹ 21/03240/FUL Foresters Park, Wellhouse Lane, Headbourne Worthy, SO23 7JY

³⁰ July 2023

4.46 The following large sites (>1ha) are promoted for employment use:

#	Address	Size (ha)	Urban/countryside
CS09	Poles Lane, Otterbourne	2.5	countryside
HW06	Down Farm, Headbourne Worthy	22.0	countryside
IS01	Folly Hill Farm, Itchen Stoke	1.0	countryside
NA11	The Dean, Alresford (mixed employment/residential use)	2.1	settlement
NA12	Sun Lane, Alresford	5.0	countryside
SH55	Oak Farm, Shedfield	1.6	countryside
SH56	Morgans Yard, Waltham Chase (mixed employment/residential use)	2.8	settlement
WIN31	Central Winchester Regeneration (mixed commercial/residential use)	4.5	settlement
CS15	Bushfield Camp, Winchester	43.0	countryside
WIN33	Station Approach, Winchester (mixed employment/residential use)	7.2	settlement
WIN34	Bar End Road, Winchester	1.2	settlement
WIN35	Winnall, Winchester	44.0	settlement
DU23	West of Parsonage Lane, Durley (mixed employment/residential use)	0.8	countryside
DU24	North of the Nook, Durley (mixed employment/residential use)	0.2	countryside
SWA09	South of The Lakes, Swanmore (mixed employment/residential use)	14.0	countryside
SWA17	Lower Chase Road, Swanmore (mixed employment/residential use)	5.1	countryside
SWA19	Forest Road, Swanmore (mixed employment/residential use)	2.4	countryside
CC15	Church Lane, Colden Common (mixed employment/residential use)	0.9	countryside
CC19	Clayfield Park, Colden Common	2.7	settlement
CR05	Arquiva, Crawley Court, Winchester	12.0	countryside
CS10	Adjacent to Bushfield Camp, Winchester	6.0	countryside
SWI03	Portsdown Main Site, Southwick (C3 application pending)	16.0	countryside

Table 8: Large employment sites (>1ha)

- 4.47 Of the large sites within the southern Parishes of the District (8 no.) 6 are proposed for mixed employment/residential use. The landowners of these sites are likely to seek a higher value employment use (such as offices) in order to preserve best value for the associated residential development, and deliver a viable scheme. Landowners at these sites are unlikely to pursue an open storage use for plant and machinery.
- 4.48 The site at Portsdown near Portsmouth currently has a planning application pending consideration for residential development. The remaining site (in Shedfield) is located within countryside and currently has no planning permissions for employment use.
- 4.49 Therefore, the Council's own evidence shows that opportunities for new employment land for the type of use proposed here are limited and hence a countryside location is inevitable.
- 4.50 In addition, more and more commercial sites within urban areas have been lost to residential (and other uses) in recent years through planning permissions and the application of permitted development rights. Also, many farmsteads in the countryside, which have traditionally provided a valuable source of low-cost employment floorspace, have been lost through the recent redevelopment of farm land for major housing developments nearby such as at North Whiteley (3000 homes), Boorley Green (1500 homes), Welborne/Fareham (6000 homes) etc. further limiting opportunities for commercial uses in the countryside.

4.51 In summary, the proposals prioritise the redevelopment of previously developed land within an existing commercial site, which will promote economic growth in an accessible location, in accordance with LPP1 policies DS1, MTRA4, CP8, CP14 and the NPPF.

Landscape & Views

4.52 LPP1 policy MTRA4 adds that the LPA will support development in the countryside where it is proportionate to the nature and scale of the site, its setting, and countryside location, whilst LPP1 policy CP20 supports new development which recognises, protects and enhances the District's distinctive landscape. LPP2 policy DM23 supports development in the countryside where it does not have an unacceptable effect on the rural character of the countryside.

4.53 The proposals subject of this DPA are compatible within their mixed-use surroundings, and particularly do not cause unacceptable adverse visual impact because:

- It is a small-scale operation;
- It makes efficient re-use of previously developed land;
- It is sited amongst an existing and well-established enterprise zone and surrounded by existing built form;
- The application site comprises no large 'buildings' (only temporary containers);
- There are no public rights of way nearby; and
- the site is largely hidden in views from the highway by existing built form.

4.54 In determining the Redcar appeal³¹, the Inspector acknowledged that containers are limited in size and do not amount to permanent structures. As such, the lack of permanent structures is an important material consideration; there is no new floorspace proposed at the site and visual impact from the containers is limited and removable.

4.55 The DPA site is located within the Shedfield Heathlands landscape character area (LCA)³². The Council's landscape assessment acknowledges that most views in this area are generally short due to the undulating topography, frequent built form and woodland. This is particularly applicable in this instance with glimpsed views affordable from the highway and broadly limited to less than 200m.

4.56 Importantly, the backdrop against any views of the proposed development from the highway is dominated by a nearby solar farm to the south-west.

³¹ See Footnote 15 above

³² Winchester District Landscape Character Assessment (2022)

- 4.57 Accordingly, the proposed development will have no adverse impact on the District’s sensitive landscapes in accordance with LPP1 policy CP20, LPP2 policy DM23, and the NPPF.
- 4.58 Whilst the EN only refers to LPP1 policies MTRA3 and MTRA4, it is relevant to consider other planning constraints which are relevant to the proposals.

Flood Risk

- 4.59 The site is located in Flood Zone 1 which is considered ‘low risk’. New development is acceptable in Flood Zone 1.
- 4.60 Surface water will drain into the existing watercourse.

Highways

- 4.61 The NPPF states that safe and suitable access should be achieved, and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe³³. LPP1 policy CP10 seeks to manage the existing highway capacity efficiently and requires development to be located where it will reduce the need to travel.
- 4.62 A contemporary Transport Statement (TS) relating to a current application for open storage on adjoining land records that there have been no accidents involving commercial traffic from Shedfield Equestrian Centre, and concludes that safe and suitable access to the highway network is provided. The limited increase in traffic generated by the proposals has been operating without incident and will not have a severe impact on the safe functioning of the road network. Hence there will be no adverse impact on highway safety.
- 4.63 A copy of the TS is attached at Appendix G.
- 4.64 Therefore, the cumulative impacts of the proposals are not severe and accord with policy CP10 and the NPPF.

Ecology

- 4.65 LPP1 policy CP16 supports development which maintains, protects and enhances biodiversity.

³³ NPPF#111

4.66 The ecological baseline of the application site is currently zero given that it has comprised of a hard surface for many years. Prior to the laying of the hard surface (c.2018/19), the site was used as equestrian paddocks which also have low ecological value.

Trees

4.67 A small number of trees are located adjacent to the boundary of the DPA site. However, the hard surfaces have been in situ for many years without detriment to the health of these trees. Hence, it can be concluded that trees have not been adversely impacted by the proposals. Where any trees die within 2 years of the receipt of planning permission, replacement trees could be provided through a suitably worded condition.

Noise

4.68 The proposed B8 storage of plant and machinery (for use off site) is a quiet use and compatible with residential uses.

4.69 The nearest residential property is approximately 180m to the east (owned by the appellant). The nearest dwelling in private ownership (Dagwells Farm) is 230m to the east of the DPA site, with agricultural buildings serving as an acoustic barrier in between.

4.70 There is also a range of authorised commercial uses already taking place within Shedfield Equestrian Centre. Land adjacent to the DPA site imports and recycles inert building waste using heavy machinery. The proposal subject of this DPA will not materially increase the surrounding noise levels.

4.71 Hence there will be no adverse impact on residential amenity.

Lighting

4.72 No external lighting is proposed.

Summary

4.73 For the reasons explained above the Appellant seeks retrospective planning permission under ground [a] for the change of use of land to a B8 (open storage) use.

5.0 Conclusion

- 5.1 The decision of the Council to issue the Notice in the terms that it did was unreasonable.
- 5.2 Either the alleged breach of planning control has not occurred, or (without prejudice) a breach of planning control has occurred to the limited extent that retrospective planning permission is now sought for the continued use of the land for the storage of plant and machinery. This is a use which falls with Class B8 of the 1987 Order as amended, and not a general industrial use falling within Class B2 as the Council allege.
- 5.3 This is sustainable development that accords with the adopted Development Plan and Government policy in the NPPF. It would result in no significant (or indeed any) demonstrable harm to residential amenity, heritage assets, ecological designations or the character and appearance of the area generally. There are limited vehicle movements to and from the site, and these would not give rise to a material impact on the highway network. Certainly, any residual cumulative impacts of the development would not be severe.
- 5.4 The Inspector is respectfully asked to allow, as appropriate and without prejudice, the Appellant's appeal on grounds (b) – as the B2 use alleged in the EN has not occurred as a matter of fact – and (a) – as planning permission ought to be granted for the use that has occurred (B8).

Appendix A – Enforcement Notice (EN08)

Case ref: 21/00168/COU

Issued: **1st August 2023**

WINCHESTER CITY COUNCIL

ENFORCEMENT NOTICE 08

relating to land at

Shedfield Equestrian Centre, Botley Road, Shedfield, Southampton, Hampshire

Fiona Sutherland, Public Law Manager, Winchester City Council, City Offices,
Colebrook Street, Winchester, Hampshire, SO23 9LJ.

IMPORTANT - THIS COMMUNICATION AFFECTS YOUR PROPERTY

TOWN AND COUNTRY PLANNING ACT 1990

(As amended by the Planning and Compensation Act 1991)

ENFORCEMENT NOTICE – Number 08

ISSUED BY: WINCHESTER CITY COUNCIL

1. THIS IS A FORMAL NOTICE is issued by the Council because it appears to them that there has been a breach of planning control, within paragraph (a) of section 171A(1) of the above Act, at the land described below. They consider that it is expedient to issue this notice, having regard to the provisions of the development plan and to other material planning considerations. The Annex at the end of the notice and the enclosures to which it refers contain important additional information.

2. THE LAND AFFECTED

Land at Shedfield Equestrian Centre, Botley Road, Shedfield shown edged in red in the approximate position on the attached plan at Appendix A (“the Land”).

3. THE BREACH OF PLANNING CONTROL ALLEGED

Without planning permission, the material change of use of the Land to B2 general industrial (known as 2 Brothers Concrete Pumping); together with operational development which facilitates the change of use of the Land.

4. REASONS FOR ISSUING THIS NOTICE

It appears to the Local Planning Authority that the aforementioned breach of planning control occurred within the last ten years.

The development is contrary to policies MTRA3 and MTRA4 of the Winchester District Local Plan Part 1 - Joint Core Strategy, in that it results in inappropriate development within the countryside with no justification.

The Council does not consider that planning permission should be granted. Planning conditions would not overcome these objections to the development.

5. WHAT YOU ARE REQUIRED TO DO

1. Cease the B2 general industrial use of the Land.
2. Remove all containers and any associated fixings from the Land.
3. Demolish and remove all fencing, walls, gates, and enclosures as well as any foundations for the same from the Land.
4. Remove all equipment and material related to and facilitating the B2 general industrial use from the Land.
5. Disconnect all services (water, gas, electricity, waste) from the Land.
6. Break up and remove any hardstanding and/or foundations from the Land.
7. Remove any resultant waste.

8. Lay topsoil and seed with grass on the Land to reinstate the Land to its former level and condition.

NOTE: The Land is in close proximity to protected trees protected by Tree Preservation Order 0061-2003 ("TPO") and remedial works must not contravene the TPO and provisions for the protection of trees pursuant to national legislation.

6. TIME FOR COMPLIANCE

8 months after notice takes effect.

7. WHEN THIS NOTICE TAKES EFFECT

This notice takes effect on **5th September 2023** unless an appeal is made against it beforehand.

Date: 1st August 2023

Signed:



Fiona Sutherland: Public Law Manager

on behalf of: Winchester City Council, City Offices, Colebrook Street,
Winchester, Hampshire SO23 9LJ

ANNEX

YOUR RIGHT OF APPEAL

You can appeal against this notice, but any appeal must be received, or posted in time to be received, by the Planning Inspectorate acting on behalf of the Secretary of State before the date specified in paragraph 7 of the notice.

The enclosed information sheet published by the Planning Inspectorate gives details of how to make an appeal [link to <http://www.planningportal.gov.uk/uploads/pins/eninfosheet.pdf>].

One copy of the enforcement notice is enclosed for your own records.

WHAT HAPPENS IF YOU DO NOT APPEAL

If you do not appeal against this enforcement notice, it will take effect on the date specified in paragraph 7 of the notice and you must then ensure that the required steps for complying with it, for which you may be held responsible, are taken within the period[s] specified in paragraph 6 of the notice. Failure to comply with an enforcement notice which has taken effect can result in prosecution and/or remedial action by the Council.

Appendix B – APP/V0728/W/23/3314720 MKM Building Supplies, Redcar TS10 5JU



Appeal Decision

Site visit made on 11 July 2023

by Graham Wraight BA(Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10 August 2023

Appeal Ref: APP/V0728/W/23/3314720

MKM Building Supplies, Limerick Road, Dormanstown, Redcar TS10 5JU

- The appeal is made under section 78 of the Town Country Planning Act 1990 against the failure of the local planning authority to give notice within the prescribed period of a decision on an application for planning permission following the failure of the applicant to submit further information, plans, drawings or other evidence required by a direction made by the local planning authority under section 62 of the Town and Country Planning Act 1990 and Regulation 4 of the Town and Country Planning (Applications) Regulations 1988.
 - The appeal is made by Mr Ian Harriman against Redcar and Cleveland Borough Council.
 - The application Ref R/2022/0914/FFM is dated 14 November 2022.
 - The development proposed is Change of Use from Building Supplies Depot (Sui Generis) to Self-Storage Facility (Sui Generis).
 - The information alleged by the Council to be necessary is the payment of a fee of £8316 and the submission of a Statement of Community Involvement.
-

Decision

1. The appeal is allowed and planning permission is granted for the Change of Use from Building Supplies Depot (Sui Generis) to Self-Storage Facility (Sui Generis) at MKM Building Supplies, Limerick Road, Dormanstown, Redcar TS10 5JU in accordance with the terms of the application, Ref R/2022/0914/FFM, dated 14 November 2022, subject to the following conditions:
 - 1) The development shall not be begun later than the expiration of 3 years from the date of this permission.
 - 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Proposed Site Plan (AO1 PO1)
 - Proposed Unit 1 & 2 Internal Layout (AO2 PO1)
 - Container Types and Sizes (AO4 PO1).

Applications for costs

2. An application for costs was made by Mr Ian Harriman against Redcar and Cleveland Borough Council. This application is the subject of a separate Decision.

Preliminary Matters

3. The Council did not validate the planning application because they consider that the fee paid by the appellant of £462, which relates to the proposed development being for a change of use of the land only, was not correct. It is **the Council's view that the** shipping containers which would be brought onto

- the site and used for self-storage are buildings, and that the floorspace provided within them should be included in the calculation of the fee. This they say would give a fee of £8316.
4. There was a second reason why the planning application was not validated, relating to the non-submission by the appellant of a Statement of Community Involvement (SCI). However, whether that statement is required under the **terms of the Council's local validation list** is directly linked to the matter relating to the fee. This is because it would only be a requirement in a scenario where the floorspace of the containers is included and thus the application is classified as being major development.
 5. The primary question in establishing the correct fee is whether the containers are buildings. Section 55(1A) of the Town and Country Planning Act 1990 (TCPA) defines building operations as including (a) demolition, (b) rebuilding, (c) structural alterations of or additions to buildings, and (d) other operations normally undertaken by a person carrying on business as a builder.
 6. The appellant sets out that the containers would not be fixed to the ground in any way and would merely rest upon it. There would not be any utility services provided to them. It is further stated that the containers would be sited on an area of hardstanding, and I observed at my site visit that the ground within the appeal site is already fully hard surfaced. There would not, therefore, be any apparent need to change the form of the land or to undertake works to prepare it to be able to accommodate the containers, nor would they be physically attached to the land. Individually, each container would be limited in size and could be transported by a vehicle.
 7. There is no suggestion that the containers would need to be assembled on the site. Although there would be 98 containers located externally, without a physical attachment to the land and due to the nature of their form and construction, there would be no demolition required to allow for their removal. They could be removed quickly and easily using a crane and lorry. I accept that their purpose is to provide storage space for the proposed business and in that respect they are likely to remain on the appeal site for the duration of the business operation, which could be many years. Nonetheless, as a matter of fact and degree, the placing of the containers on the land would not amount to the erection of permanent structures.
 8. For the above reasons and on consideration of Section 55(1A) of the TCPA, I conclude that the containers would be placed on the appeal site to facilitate the change of use of the land from a building supplies depot to a self-storage facility. They would not be buildings and therefore the proposal does not include works that are building operations. Consequently, the fee that is payable is that for a change of use, which is £462. This also means that the proposal is not a major development and therefore there is no requirement to provide a SCI.
 9. The planning application was therefore valid as made and the effect of my finding above is that the appeal is one against the non-determination of the application by the Council. Accordingly, I must now proceed to consider the planning merits of the case.

Main Issue

10. The Council advise that if they had determined the application, planning permission would have been refused on the basis of the effect that the proposed development would have on highway safety, with particular reference to parking and to vehicle manoeuvrability.

Reasons

11. The Highway Authority does not raise an objection to the proposed development in principle, and it does not consider that the number of vehicle trips would cause significant impact to the wider highway network. However, concern is raised as to the absence of a swept path to demonstrate manoeuvring for the largest anticipated vehicle and as to the spacing between the containers shown on the submitted plans, which is considered to be inadequate for vehicles.
12. The proposed use would provide self-storage space to members of the public. It is likely therefore that only cars and vans would visit the site. There is ample room shown on the plans for such vehicles to be able to turn and to park. A swept path is not as a result needed. There would be room for vehicles to drive between the containers, although the appellant states that it is not intended that vehicular access would be provided to every container. The space between the containers would provide a route for vehicles to navigate within the site, and the arrangement would mean that such manoeuvring would be contained within the appeal site and would not have any harmful impact on the public highway.
13. For these reasons, I conclude that the proposed development would not have a harmful impact on highway safety. Consequently, it would accord with part p of Policy SD4 of the Redcar and Cleveland Local Plan 2018, where it seeks to provide suitable and safe vehicular access and parking, and with the development plan as a whole.

Other Matters

14. A representation has been made by a local Councillor, which raises an objection on the grounds of visual, noise and lighting impact on the living conditions of the occupiers of nearby dwellings. However, the visual effect of the proposed storage use, and the perceived harm arising from the use of any outdoor lighting, would not have a significant impact on the living conditions of nearby residents, due to the site's distance from nearby dwellings and the intervening vegetation. The appeal site is located on an established industrial estate, and this together with the degree of physical separation means that there would not be a harmful impact on living conditions from noise. In that respect I further note that no objection was made by the Council's Environmental Protection team.
15. Although the Planning Statement does refer to a micro wine and beer bar, there is no reference elsewhere in the submission to this, there is no reference on the plans submitted to such a use and the description of development seeks permission only for a self-storage facility. It is clear therefore that this does not form part of the proposed use that has been put forward for consideration.

Conditions

16. Conditions relating to the time period to commence development and to the approved plans are required to provide certainty.
17. The Council suggests that conditions are imposed with respect to surface water drainage. However, the Lead Local Flood Authority advise in their consultation response that the existing site is currently all hardstanding and the proposal will not affect this surface area of hardstanding or the associated run off from the site. Furthermore, there are no known flooding issues on the site and the proposals to place containers on it will not increase flood risk overall. In that context, the suggested drainage conditions are neither necessary or reasonable and I therefore will not impose them.

Conclusion

18. For the reasons given above, I conclude that the appeal should be allowed.

Graham Wraight

INSPECTOR



Costs Decision

Site visit made on 11 July 2023

by Graham Wraight BA(Hons) MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 10 August 2023

Costs application in relation to Appeal Ref: APP/V0728/W/23/3314720
MKM Building Supplies, Limerick Road, Dormanstown, Redcar TS10 5JU

- The application is made under the Town and Country Planning Act 1990, sections 78, 322 and Schedule 6, and the Local Government Act 1972, section 250(5).
 - The application is made by Mr Ian Harriman for a full award of costs against Redcar and Cleveland Borough Council.
 - The appeal was against the failure of the local planning authority to give notice within the prescribed period of a decision on an application for planning permission following the failure of the applicant to submit further information, plans, drawings or other evidence required by a direction made by the local planning authority under section 62 of the Town and Country Planning Act 1990 and Regulation 4 of the Town and Country Planning (Applications) Regulations 1988 for the Change of Use from Building Supplies Depot (Sui Generis) to Self-Storage Facility (Sui Generis).
-

Decision

1. The application for an award of costs is allowed in the terms set out below.

Reasons

2. Parties in planning appeals normally meet their own expenses. However, the Planning Practice Guidance (PPG) advises that costs may be awarded against a party who has behaved unreasonably and thereby caused the party applying for costs to incur unnecessary or wasted expense in the appeal process.
3. The applicant considers that the Council behaved unreasonably in refusing to validate the planning application. This was despite the applicant advising of their firm opinion that shipping containers are not buildings, they are not fixed to the ground and merely rest upon it. The Council was wrong to calculate the **planning fee on the basis of the combined 'floorspace' and such 'floorspace' was immaterial to the calculation of the planning fee.** Reference was made to a similar planning application submitted to another nearby local planning authority where the sum of £462 had been accepted as being the correct fee.
4. **In the applicant's view the** Council has therefore prevented or delayed development, failed to produce evidence to substantiate their refusal to validate the planning application and given vague, generalised and unsubstantiated reasons why the planning fee should be based upon floorspace and not a change of use. The planning appeal should not have been necessary, and the applicant has been put to unnecessary expense and has been delayed in commencing the operation of the self-storage facility.
5. **The Council's rebuttal** sets out that they responded to the agent in relation to the matter of the fee and explained the view that the fee should be based on

- the floor space being created and to be used and not solely on the change of use of land.
6. However, there is no actual explanation and reasoning as to on what basis the Council came to the conclusion that the higher fee was required. The crux of the matter relates to whether the shipping containers are buildings, and therefore whether the relevant fee category is that which relates to the erection of buildings and should in such an instance include their floorspace. Whilst this is a matter which could be said to necessitate an exercise of planning judgement, whatever the judgement ultimately is it requires reasoning and explanation for the benefit of the other party. In this case, the applicant was made none the wiser as to why the Council was of the view that the containers are buildings, in contrast to their own view and the supporting reasons they gave that they are not.
 7. It was incumbent on the Council to be able to explain and substantiate their position rather than make a definitive statement that the higher fee was required without reason. They have not done so either in the correspondence that has been provided with the appeal or in defence of their decision during the appeal process. It would also appear that they did not respond to the formal Article 12 notice that the applicant served upon them under the terms of the Development Management Procedure Order 2015. As a whole, this represents unreasonable behaviour and has meant that the applicant had no option but to follow the appeal process.
 8. Furthermore, the only objection that the Council raises to the proposed development is that relating to what are minor highway matters. I have found that there is no further information required in that respect, but even if the Council had maintained their view that further submissions were needed, these could have easily been requested and the matter resolved during the planning application determination process. That the applicant was not able to do this resulting directly from the matter relating to the fee has led to the delaying of a development for which planning permission clearly would, and should, have been granted.
 9. In conclusion, the Council declined to validate the planning application without adequately substantiating their position on not doing so and this has led to the delay of a development that should have been permitted. This represents unreasonable behaviour as set out in the PPG and has resulted in the applicant incurring unnecessary and wasted expense in having to submit an appeal. A full award of costs is therefore warranted. I note that the Council makes reference to the scope of a possible costs award in its rebuttal in terms of the two separate stages of the planning application and the appeal. However, the PPG provides guidance on this matter and it is not therefore necessary for me to address this point in my costs decision.

Costs Order

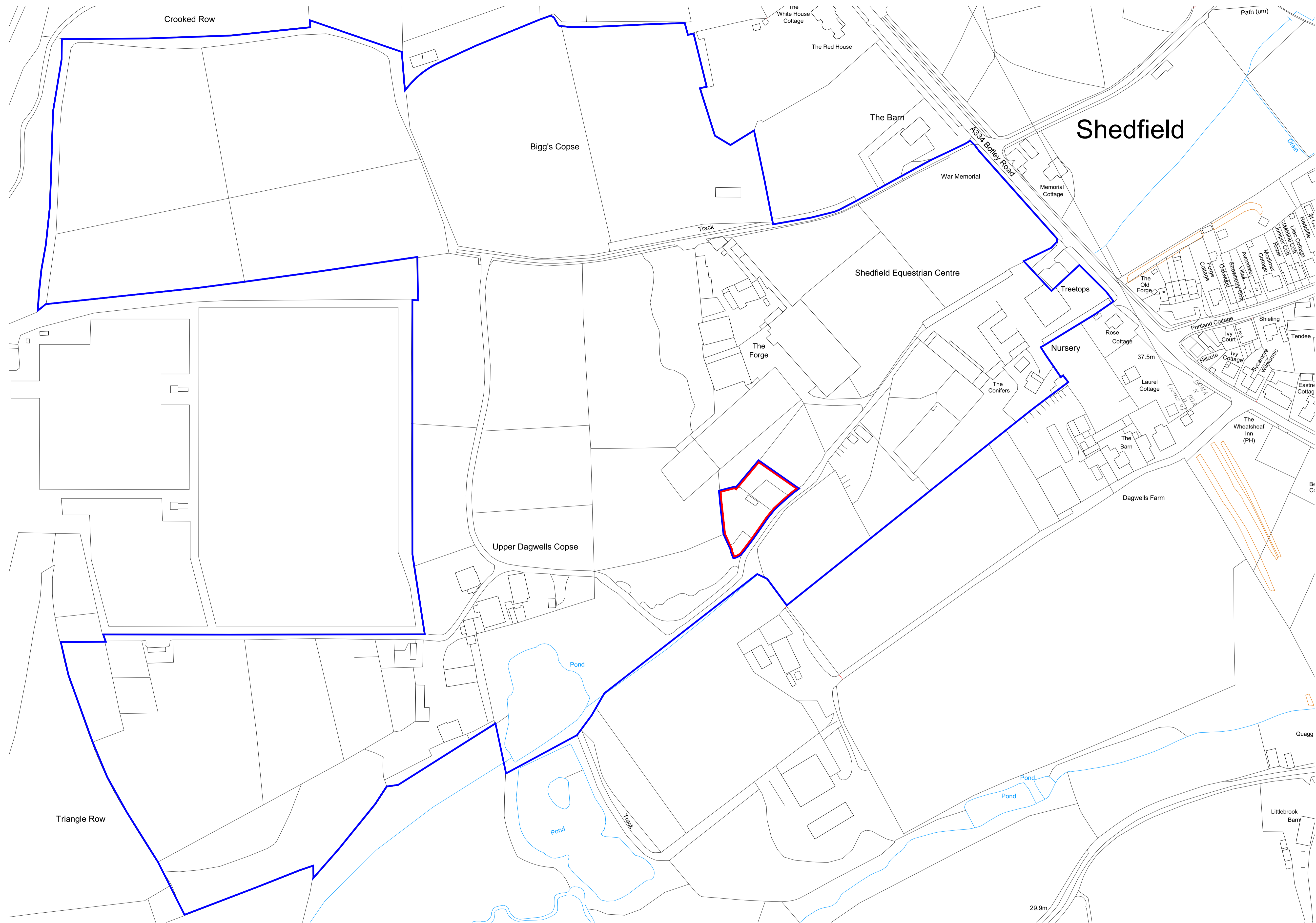
10. In exercise of the powers under section 250(5) of the Local Government Act 1972 and Schedule 6 of the Town and Country Planning Act 1990 as amended, and all other enabling powers in that behalf, IT IS HEREBY ORDERED that Redcar and Cleveland Borough Council shall pay to Mr Ian Harriman, the costs of the appeal proceedings described in the heading of this decision; such costs to be assessed in the Senior Courts Costs Office if not agreed.

11. The applicant is now invited to submit to Redcar and Cleveland Borough Council, to whom a copy of this decision has been sent, details of those costs with a view to reaching agreement as to the amount.

Graham Wraight

INSPECTOR

Appendix C – Plans supporting Ground [a] ‘Deemed Planning Application’



- Application Site
- Land in Same Ownership

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REV	DATE	DESCRIPTION	DRAWN	CHECKED
1	09.09.23	Site Location Plan	AV	

CLIENT:	Shedfield Equestrian Centre		
PROJECT:	Botley Road, Shedfield		
DRAWING:	Site Location Plan	1:1250	
NUMBER:	51486-EN08-PO-01	A1	
ISSUE:	#		04.09.23



EN 08

Appendix D – PCN ref.21/00168/COU – extent of Shedfield Equestrian Centre

Appendix E – 2014 Pre-application Advice (MTRA4)



Working in Partnership



Pro Vision Planning and Design
Mr Richard Osborn
Grosvenor Court
Winchester Road
Ampfield
SO51 9BD

Our Ref: SDNP/14/02993/PRE
Contact Officer: Elaine Walters
Tel. No.: 01962 848 571

25 July 2014

Dear Pro Vision Planning and Design

RE: Pre-Application Advice - Erection of Office Building
Site Address: Humphries Farm, Hazeley Road, Twyford, Hampshire,,

Thank you for your correspondence received 12 June 2014 seeking pre-application advice.

Site Description and Proposal

The application site comprises part of Hazeley Enterprise Park. Planning permission was granted on the site in 2008 for the conversion of poultry sheds to B1 uses. The 2008 scheme permitted 810 sq m of office space, 530 sq m was implemented. The site is currently left as a grassed area with parking to the south. Entrance to the park is via Hazeley Road. The village of Twyford lies to the west of the Enterprise Park.

Relevant Planning History

08/01680/FUL Change of use of agricultural buildings to a range of B1 uses and associated works. Permission Dec 2008

Policy Context

Applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The statutory development plan in this area is the Winchester District Local Plan Part 1 – Joint Core Strategy and the saved policies of the Winchester District Local Plan Review (2006). The relevant policies to this application are set out below.

National Planning Policy Framework (NPPF) and Circular 2010

Government policy relating to National Parks is set out in English National Parks and the Broads: UK Government Vision and Circular 2010 and The National Planning Policy Framework (NPPF) which was issued and came into effect on 27 March 2012. The Circular and NPPF confirm that National Parks have the highest status of protection and the NPPF states at paragraph 115 that great weight should be given to conserving landscape and scenic beauty in the National Parks and that the conservation of wildlife and cultural heritage are important considerations and should also be given great weight in National Parks.

National Park Purposes

The two statutory purposes of the SDNP designation are:

- To conserve and enhance the natural beauty, wildlife and cultural heritage of their areas;
- To promote opportunities for the public understanding and enjoyment of the special qualities of their areas.

If there is a conflict between these two purposes, conservation takes precedence. There is also a duty to foster the economic and social well being of the local community in pursuit of these purposes.

Relationship of the Development Plan to the NPPF and Circular 2010

Paragraph 2 states that planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

On 11 February the Council received confirmation from the Planning Inspector dealing with the Council's new Local Plan that the Winchester Local Plan Part 1 - Joint Core Strategy (LPP1) is sound subject to the Council accepting a number of modifications recommended by him. On 20th March 2013 the Council formally adopted the plan incorporating the Inspector's changes.

The policies set out in the LPP1 now form part of the development plan of the District and therefore applications must be determined in accordance with this plan unless material considerations indicate otherwise. Some policies in the 2006 Local Plan remain saved, even though the LPP1 has been adopted, and they deal primarily with detailed matters or with development management issues and these also form part of the development plan. In due course these saved policies will be replaced by policies in Winchester Local Plan Part 2.

The policies relevant to this application from the Local Plan Part 1 are Policy DS1 Development Strategy and Principles, MTRA4 Development in the countryside, CP8 Economic growth and diversification, CP11 Sustainable construction, CP13 High Quality Design, CP16 Biodiversity, CP19 development within the South Downs National Park which should be in keeping with the context and setting of the National Park, policy CP20 relates to the conservation of heritage and landscape character.

The South Downs Partnership Management Plan

The South Downs Partnership Management Plan (SDPMP) was adopted on 3 December 2013. It sets out a Vision and long term Outcomes for the National Park, as well as 5 year Policies and a continually updated Delivery Framework. The SDPMP is a material consideration in planning applications and has some weight pending adoption of the SDNP Local Plan.

The following policies are relevant to this application:

Policy 1: Conserve and enhance the natural beauty and special qualities of the landscape and its setting, in ways that allow it to continue to evolve and become more resilient to the impacts of climate change and other pressures.

Planning Policy

The following saved policies are also relevant to this application:

WDLP(Review):

DP3 General design criteria;
DP4 Landscape and the built environment.

Planning Assessment

As we discussed on site Policy MTRA4 is aimed at allowing redevelopment of existing buildings for established businesses, not for speculative development. However, in this case as the site is within an existing business park, we can balance MTRA4 with policy CP8 'Economic growth and diversification' which allows the intensification of previously developed land to support employment growth at sustainable locations.

You will need therefore to demonstrate that this is a sustainable location if submitting a subsequent planning application.

Highways

Concern has been raised on previous applications regarding the potential for an increase in traffic to the site, however, the highway engineer considers it unlikely that there will be a material increase in traffic over the permitted 2008 conversion scheme. As stated above a statement on the sustainability of the site is required.

Landscape Impact

The impact of the proposal on the special significance and character of the National Park is considered negligible since the site is screened from the public realm by existing buildings.

Landscape Visual Impact Assessment (LVIA)

Each planning application in the National Park Area must be accompanied by an LVIA in order to be made valid.

Code for Sustainable Homes

Policy CP11 of the Local Plan Part 1 requires that new development over 500 sq m meets BREEAM 'excellent' standard.

With regards the reserved matters application following 08/02924/OUT, permitted April 2010, the National Park Link Officer has indicated that since the principle of development has been established it is likely Winchester City Council will deal with the forthcoming application. In any event the application will be processed by Winchester City Council on submission and we will notify you of any call-in by the Park Authority at the earliest opportunity.

If you pursue a formal planning application please note that the requirements of the South Downs National Park Authority Local Validation List will apply with regard to the information required to be submitted. Further information is available at www.southdowns.gov.uk/planning/planning-advice.

It would be advisable to contact the Building Control department at your Local Authority to check if building regulation approval is required.

Please note that the advice contained within this letter constitutes an informal Officers opinion and does not prejudice, nor is binding upon, any future decision taken by the South Downs National Park Authority.

Yours faithfully,

Elaine Walters
Principal Planning Officer

Appendix F – WCC ref.21/03240/FUL Officers Report (MTRA4)

OFFICERS ASSESSMENT

Case Reference: 21/03240/FUL

Proposal: The refurbishment of an existing unit and change of use to light industrial; demolition of existing commercial buildings and redevelopment with 6 no. new light industrial units; parking; landscaping; and associated works

Site Address: Unit 6 Foresters Park Wellhouse Lane Headbourne Worthy Winchester

Decision Type: Delegated Decision

Recommendation: Application Permitted

Officer: Catherine Watson

Date: 11 May 2022

of Time Date(if applicable) 16 May 2022

Consultee:
HCC HIGHWAYS

Parish Consultation Letter

Environmental Protection

Ecology

LLAND Landscape

Officers Report:

Reason for application.

The refurbishment of an existing unit and change of use to light industrial, with the construction of an additional 6no light industrial units, parking, landscaping and associated works.

Principle of development.

Intensification and expansion of existing businesses in the countryside may be acceptable, subject to compliance with relevant planning policy.

Relevant planning history.

04/00256/FUL - Workshop and storage building (RETROSPECTIVE).
PERMITTED.

93/01019/OLD - 2 no. industrial units with parking and access to rear of existing units (Outline). PERMITTED.

89/01886/OLD - Replacement two storey unit for H.C.C and 5 nursery units, access road, parking and landscaping. (details in compliance with W11222.)
PERMITTED.

89/01885/OLD - 5 light industrial/ warehouse units and replacement unit for H.C.C construction of access road and parking area. PERMITTED.

Potential impact on:

-The property and surrounding area.

The site is situated on Wellhouse Lane and is outside the settlement boundary of Headbourne Worthy. It extends to approx. 0.39ha and currently comprises a plant hire depot, associated buildings and an open yard area. The total existing floor area is approx. 653m² GIA and 4 members of staff are employed to work at the site. Additional staff including drivers and mechanics also use the site.

The site is broadly flat and is cut into the landscape which makes it lower than the surrounding land. The surface of the outside space comprises tarmac and concrete. There are an additional 5 commercial units in the north of the site. The London-South Coast railway line passes close to the western boundary of the site and Wellhouse Lane passes through a tunnel close to the site entrance.

The site falls outside the settlement boundary and is therefore considered to be in a countryside location where relevant policies apply. It is also situated within the strategic Winchester-Kings Worthy gap and as such, policy CP18 of LPP1 applies.

The proposal seeks to achieve the following:

- o The refurbishment of the existing commercial unit (379m² GIA);
- o The demolition of existing buildings (273.5m² GIA);
- o The erection of 5no commercial units providing 1614m² GIA of industrial floorspace (Class E[g](iii) use) aimed at start-up business and small to medium enterprises (SME);
- o 25 parking spaces;
- o Open space and landscaping; and
- o Associated works.

-Key Policy Analysis.

The key policies MTRA4, CP8, CP9, CP18 of LPP1, are used to determine whether the proposal is acceptable in principle. Once established, other local plan policies will apply and will be addressed later.

MTRA4 states that development will be permitted in the countryside where it represents "expansion or redevelopment of existing buildings to facilitate the expansion on-site of established businesses or to meet an operational need, provided development is proportionate to the nature and scale of the site, its setting and countryside location". The proposed development as set out above, does not strictly accord with this policy, other than the refurbishment of the existing commercial unit. MTRA4 allows for the expansion of existing buildings to facilitate the expansion of established businesses. The proposal includes the creation of 5 new units for the use of new SME businesses so this is not considered to accord with this part of the policy.

Policy CP8 states that the LPA will "support economic development and diversification across the district...through the retention, regeneration and intensification of previously developed land...to support employment growth at sustainable locations".

The applicant has cited a similar site (Humphreys Farm, Twyford: SDNP/14/02993/PRE) within the South Downs National Park, where MTRA4 was interpreted more holistically. In that instance, the pre-app advice stated that whilst MTRA4 is aimed at allowing redevelopment of existing buildings for established businesses and not for speculative development, as the site was an existing business park MTRA4 could be balanced with CP8 which allows for the intensification of previously developed land to support employment growth at sustainable locations. The onus was then on the applicant to demonstrate that the site was sustainable.

Policy CP9 states that the LPA will resist the loss of existing or allocated land or floorspace that falls within Use Classes B1, B2 or B8. Class B1 now falls within the new use class E which includes offices other than a use within Class A2 (now E), research and development of products or processes and any industrial process which can be carried out in any residential area without causing detriment to the amenity of the area. Class B2 remains and covers industrial development, as does Class B8 which covers storage and distribution.

The application is supported by a marketing survey undertaken by Goadsby, which investigates the availability of similar sites with small - medium units in an industrial use around the Winchester area. Any available sites or sites in the planning system are already highly-subscribed and have been marketed to pre-let including units at Gentian House in Winnall and Hazeley Enterprise Park in Twyford. An active requirement search for industrial sites between 0.5-5 acres within a 10 mile radius of Winchester was undertaken but at that time did not return any results.

Given the interpretation of the above policies, plus the evidence of the marketing survey, it is considered that in this instance the principle of additional light industrial units on a site already used for that purpose, is acceptable subject to compliance with other relevant local plan policies.

-Other material planning considerations.

Once the main principle of development has been established, the other key factors to be taken into account are transport impact, landscape impact, sustainability, environmental impact such as noise and neighbour impact. Highways and Parking.

The intensification of the business will result in a material increase in traffic movements within the site and to/from Springvale Road. The applicant has commissioned a Transport Statement which has been reviewed by Hampshire County Council Highways, the statutory highways authority for the Winchester district. HCC confirmed that the existing access and visibility splays were acceptable to serve the new development. The trip generation data was estimated using TRICs assessment based on an existing similar site in West Sussex. HCC conducted their own TRICs assessment of the site and have determined that the proposed development would not have a severe detrimental impact to the local highway network and therefore agreed the trip rates submitted by the applicant.

The vehicle tracking shows that a large articulated vehicle can manoeuvre and turn within the site and that two such vehicles can pass each other within the site.

The proposed development will result in an additional 25 parking bays, 2 of which are allocated as accessible. This results in approx. 3 spaces per unit, which is considered to be acceptable for the type of activities proposed. Data submitted shows that there has been 1 severe accident west of the site within the last 5 years. This involved a school bus colliding with the tunnel. HCC has assessed the area for accidents and has concluded that there is no pattern of accident data in the area and therefore it is unlikely that the level of risk would be prohibitive.

A Travel Plan is required to be submitted and adhered to in order to ensure that congestion or other traffic matters are kept to a minimum. It will be implemented via condition.

The proposal therefore complies with policy CP10 of LPP1 and DM18 of LPP2.

-Environmental Protection.

The council's environmental protection officer did not raise an objection, subject to the application of necessary conditions restricting the hours of use of any machinery, submission of a full acoustic report and a Construction Management Plan etc. This complies with policies DM19 and DM20 of LPP2.

-Ecology.

The preliminary ecological appraisal includes recommendations that are suitable and shall be adhered to. Biodiversity Net Gain and biodiversity enhancements should be considered and a Biodiversity Mitigation and Enhancement Plan will be required to set out the details to tie in with the landscape plan. A CEMP or CMP will be needed to ensure protection of surrounding woodland during construction; this can tie in with the environmental protection requirement. Finally, a lighting plan is required to be submitted to the council for approval. The development therefore complies with policy CP16 of LPP1.

-Landscape and impact on the character of the area.

The site is within the Wonston Downs landscape character area. It lies on the edge of Headbourne Worthy with some sparse residential development to the north and east of the site however, it is outside the settlement boundary.

The site sits lower than the road and is well-screened by existing trees and mature foliage. As part of the proposals, a landscape plan has been submitted indicating new planting along the northern and southern boundaries, as well as new tree and shrub planting at the entrance. Details of hardstanding for the parking and turning areas have also been provided and are acceptable. Existing trees will be protected during construction; this will be secured via a CMP.

The design of the buildings is acceptable and utilises such materials as brick, grey cladding and roofing as well as aluminium windows. The site will not be significantly visible in either long or medium views however, sections and levels through the site including the buildings, hardstanding and boundaries will be required. It is therefore considered that the proposals retain the rural character and accord with policy CP20 of LPP1 and DM15, DM16 and DM23 of LPP2.

-Neighbour amenity.

The nearest neighbouring residential properties are situated on the opposite side of Wellhouse Lane. There has been a concern that the parking provision was not sufficient and would cause problems in the wider area. The Travel Plan and approved site plans will control the number of parking spaces and any impact detrimental to the highway.

In conclusion, the proposals are acceptable and comply with policies MTRA4, CP8, CP9, CP13, CP16 and CP20 of LPP1 and DM15, DM16, DM17, DM18, DM23 of LPP2.

Representation

Headbourne Worthy PC - no comment submitted.
Comment only - 2.

Application Permitted subject to the following condition(s):

Recommended Conditions

01 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with the provisions of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

02 The development hereby approved shall be constructed in accordance with the following plans:

Location Plan Dwg No A-001 P2 received 20.12.2021
Location and Site Block Plan Dwg No A-002 P3 received 20.12.2021
Site Block Plan Dwg No A-002 P3 received 20.12.2021
Site Plan Dwg No A-100 P5 received 20.12.2021
Demolition Plan Dwg No A-101 P2 received 20.12.2021
3D Views Dwg No A-105 P2 received 20.12.2021
Ground Floor Plan Dwg No A-110 P2 received 20.12.2021
First Floor Level Dwg No A-111 P2 received 20.12.2021
Roof Plan Dwg No A-112 P2 received 20.12.2021
Proposed Elevations Dwg No A-120 P1 received 20.12.2021
Existing and Proposed Elevations - Unit 7 Dwg No A-121 P1 received 20.12.2021
Sections Dwg No A-250 P2 received 20.12.2021
Sections - Unit 7 Dwg No A-251 P2 received 20.12.2021
Indicative Landscape Plan Dwg No 7256-A113-P2 received 04.03.2022

Reason: In the interests of proper planning and for the avoidance of doubt.

03 The materials to be used in the construction of the external surfaces of the development hereby permitted shall be those as detailed in approved plan number A-120 P1, notwithstanding the security lights.

Reason: To ensure a satisfactory visual relationship between the new development and its surroundings.

04 The development hereby permitted shall be used for E(g)(iii) and B8 uses only and for no other purpose (including any other purpose in Classes B or E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order).

Reason: To ensure the activities on site are compatible with the semi-rural location.

05 No machinery shall be operated, no process shall be carried out and no deliveries taken at or dispatched from the site except between the hours of 0700 and 1900 Monday to Friday and 0730 and 1300 on Saturdays and at no time on Sundays and recognised public holidays, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To protect the amenities of the occupiers of nearby properties

06 Before mechanical ventilation is installed and operated on the premises, a full acoustic report (with a scheme of attenuation measures) shall be submitted and approved in writing by the Local Planning Authority. The equipment shall be installed and maintained in accordance with the approved scheme.

Reason: To protect the amenities of the occupiers of nearby properties.

07 No paint spraying shall be carried out except in a properly constructed part of the building, to which filtration equipment has been fitted in accordance with details submitted to and approved in writing by the Local Planning Authority. Such equipment shall thereafter be maintained and operated in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent a nuisance to nearby occupiers.

08 No materials shall be burnt on site, unless agreed in writing by the Local Planning Authority.

Reason: To protect the amenity of occupiers of nearby premises and in the interest of public health.

09 Prior to work commencing on the site, including demolition, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include the following details:

- Development contacts, roles and responsibilities
- Public communication strategy, including a complaints procedure.
- Dust suppression, mitigation and avoidance measures.
- Noise reduction measures, including use of acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Use of fences and barriers to protect adjacent land, footpaths and highways.
- Details of parking and traffic management measures.
- Avoidance of light spill and glare from any floodlighting and security lighting installed.
- Pest Control

Note to applicant: Further information and guidance for developers on the bullet points above can be found on the Winchester City Council website:
<http://www.winchester.gov.uk/environment/pollution/construction-sites/>

Reason: To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties and businesses.

This condition is required to ensure the construction phase avoids unacceptable amenity impacts from dust, noise and light pollution. It therefore inherently needs to be agreed before such impacts occur.

10 No development shall take place until full details of both hard and soft landscape works have been submitted to and approved in writing by the local planning authority and these works shall be carried out as approved. These details shall include:

- Proposed finished levels or contours, in comparison to existing ground levels, including the damp proof course and ground floor of the proposed buildings, and the relationship to the levels of adjacent buildings, together with contours to be formed and earthworks to be undertaken;
- All boundary treatment;
- Hard surfacing materials;
- Existing and proposed finished levels or contours;
- Means of enclosure, including any retaining structures;
- Car parking layout;
- Other vehicle and pedestrian access and circulation areas;
- Proposed and existing functional services above and below ground (eg. drainage, power, communications cables, pipelines etc, including lines, manholes, supports etc.):

Soft landscaping works shall include:

- Planting plans (for new trees, hedges and other planting);
- Written specifications (including cultivation and other operations associated with plant and grass establishment);
- Schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- Implementation programme.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

11 A Biodiversity Mitigation and Enhancement Plan (BMEP) to provide details of methods to achieve biodiversity net gain shall be submitted to and approved in writing by, the Local Planning Authority prior to the commencement of the development hereby permitted. The BMEP shall be adhered to at all time unless otherwise agreed in writing with the Local Planning Authority.

Reason: To achieve biodiversity net gain on the site.

12 Full details of the lighting plan for the site, including positioning on the building, level of luminance, direction of lighting and details of any motion sensors or timers shall be submitted to and agreed in writing by the Local Planning Authority prior to occupation of the development hereby permitted. The development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure that bats and other nocturnal species are not adversely impacted by the lighting.

13 Prior to the occupation of the development hereby permitted, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Hampshire County Council. The Travel Plan shall include measures proposed to promote and encourage sustainable methods of travel. The development shall be managed in accordance with the approved details.

Reason: To support sustainable methods of transport that are appropriate for the use and location of the site.

14 No development above damp proof course level, shall take place until a detailed "BREEAM excellent" design stage report demonstrating how the units will meet "BREEAM excellent" for energy and water shall be submitted to and approved in writing by the Local Planning Authority. The units shall be built in accordance with the approved details.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2021 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

15 Within six months of the first occupation of the development hereby permitted, information demonstrating (post-construction stage) that the development will meet "BREEAM Very Good" standard for energy and water shall be submitted to and approved in writing by the Local Planning Authority. The units shall be occupied in accordance with these findings.

Reason: To ensure a sustainable form of development consistent with the objectives of The National Planning Policy Framework 2021 and to accord with the requirements of Policy CP11 of the Winchester District Local Plan Part 1 - Joint Core Strategy.

16 Detailed proposals for the disposal of foul and surface water shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved details shall be fully implemented before occupation of the development hereby permitted.

Reason: To ensure satisfactory provision of foul and surface water drainage.

Informatives:

In accordance with paragraph 38 of the NPPF (2021), Winchester City Council (WCC) take a positive and proactive approach to development proposals, working with applicants and agents to achieve the best solution. To this end WCC:

- offer a pre-application advice service and,
- update applicants/agents of any issues that may arise in the processing of their application, where possible suggesting alternative solutions.

In this instance a site meeting was carried out with the applicant.

2.

The Local Planning Authority has taken account of the following development plan policies and proposals:-

Local Plan Part 1 - Joint Core Strategy: CP13, CP16, CP20, MTRA3

Local Plan Part 2 - Development Management and Site Allocations: DM15, DM16, DM17, DM18, DM23

3.

This permission is granted for the following reasons:

The development is in accordance with the Policies and Proposals of the Development Plan set out above, and other material considerations do not have sufficient weight to justify a refusal of the application. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004, planning permission should therefore be granted.

4.

All building works including demolition, construction and machinery or plant operation should only be carried out between the hours of 0800 and 1800 hrs Monday to Friday and 0800 and 1300 hrs Saturday and at no time on Sundays or recognised public holidays. Where allegations of noise from such works are substantiated by the Environmental Protection Team, a Notice limiting the hours of operation under The Control of Pollution Act 1974 may be served.

5.

Please be respectful to your neighbours and the environment when carrying out your development. Ensure that the site is well organised, clean and tidy and that facilities, stored materials, vehicles and plant are located to minimise disruption. Please consider the impact on your neighbours by informing them of the works and minimising air, light and noise pollution and minimising the impact of deliveries, parking and working on public or private roads. Any damage to these areas should be remediated as soon as is practically possible.

For further advice, please refer to the Construction Code of Practice

<http://www.ccscheme.org.uk/index.php/ccs-ltd/what-is-the-ccs/code-of-considerate-practice>

End of Report

Appendix G – HCC ref.22/02015/HCS Transport Statement



Nick Culhane
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Retrospective Planning Application for the Change of Use to Open Storage of Recycled Aggregate Materials and for the Retention of Ancillary Office and Workshop and Associated Works

Lockhams Recycling Ltd, Shedfield Equestrian Centre, Botley Road, Shedfield, SO32 2HN

Transport Statement

1. Introduction

- 1.1. This Highway Technical Note has been produced in support of a retrospective planning application submission to Hampshire County Council (HCC) for the change of use of land to provide open storage for recycled aggregate materials together with the retention of an ancillary office and workshop at Lockhams Recycling Ltd, Shedfield Equestrian Centre, Botley Road, Shedfield. The location of the site is shown below.
- 1.2. The site is located on the south-western side of Botley Road which is classified as the A334 and is at this point is subject to a 40-mph speed limit. The road runs south-east to west where it links the B2177 at Shedfield with Botley to the west. In the vicinity of the site the road has a width of circa 6.8m and benefits from a pedestrian footway on the northern side.
- 1.3. The application site is currently served by a private road and a priority junction access to the north-west which runs along the northerly boundary of paddocks in the ownership of the Applicant.
- 1.4. The overall site has a considerable Planning History although in this case a planning application was submitted to HCC under reference 22/02015/HCS for the use proposed in the description above. At that time, the application did not include a Transport Statement, therefore in commenting on the application, the Highway Officer said:

Further information needs to be provided. Although an existing access is being utilised it is not known whether the visibility splays are adequate for the measured speed of the road.

A Transport Statement should be provided that includes:

- *Speed and volumetric data for the A334 in the vicinity of the site;*
- *Visibility splays for the 85th percentile recorded speeds from the site access;*
- *5-year Personal Injury Accident (PIA) data either side of the site access should be obtained directly from Hampshire Constabulary;*

- *Full tracking for the largest vehicles accessing the site (with opposing flows tracked at the same time)*

1.5. This Transport Statement therefore addresses the issues raised by HCC and concludes that the development is acceptable from a highway point of view.

2. Proposed Development

2.1. The application is retrospective in so far as the site has been operating for a number of years, and following enforcement action taken by the Planning Authority, this application seeks to regularise the situation.

2.2. The site forms part of the Shedfield Equestrian Centre which is a mixed-use facility with various recreational and commercial uses including Equestrian, retail, automotive services as well as the current use being the subject of this application.

2.3. The land adjoining the site immediately to the west is used by the applicant for the processing of imported soils, crushed concrete and other aggregates from the construction industry. This operation includes the exportation of materials off site. Further west, there is a hardstanding currently used for open storage.

2.4. This particular site has a relevant planning history, in particular planning application 13/02238/HCS which was submitted for a Certificate of Lawfulness for Existing Use or Development (CLUED). The use sought at that time was for the processing of inert materials and builders waste for recycling and shared access. The Highway Officer, Philippa Gordon was consulted and said:

"I have consulted with my area highway inspector and there have been no issues raised with regards to lorry or other vehicle movements to and from the site or any other highway issues raised. There is therefore no highways evidence available to either support or refute the applicant's claim."

2.5. Although the application for the CLEUD was refused, permission was subsequently granted through the Appeal Process. In considering the implications of the proposals, the Appeal Inspector said:

"It is clear that lorries have brought waste to the land at Shedfield for screening on site since at least 2004 and that this process has continued up to the present day. It is therefore only the alleged 'exportation of screened soils, crushed concrete and other recycled aggregates' that could now be enforced against."

2.6. The waste handling operation on this part of the site benefits from a Waste Management License, issued by the Environment Agency dated 31/05 2017 which was varied in 2019.

2.7. The purpose of this retrospective application is to provide additional areas over which materials can be stored, for more efficient use of the existing licensed inert waste handling operation.

2.8. The existing access route connecting the site to the A334 Botley Road is not proposed to be changed. Furthermore, the quantities of materials moved to and from the site and subsequently treated on the adjoining site will also remain unchanged.

3. Accident History

3.1. In order to determine the accident history on the surrounding highway network, Hampshire Constabulary have provided the latest details for accidents resulting in injury for the latest 5-year period from 01/06/2017 until 28/02/2023 and in this instance, the focus has been placed on the A334 and its junction with B2177. A summary of the accidents is given within the table below, whilst the data is included as [Appendix 1](#) to this Note.

Date	Location	Description	Casualties
03/08/17	Church Road junction with A334	Veh 2 travelling SW on Church Road tries to overtake Veh 1 waiting to turn into A334 and collides	1 slight
14/08/17	A334 junction with The Oaks	Veh 2 travelling NW on A334 stops due to another Veh turning right into The Oaks and Veh 1 fails to stop causing a rear end shunt	1 serious
07/06/18	A334 junction with Sandy Lane	Veh 2 travelling NW on A334 slows to turn right into Sandy Lane and Veh 1 fails to slow in time causing a rear end shunt	2 slight
15/07/18	A334 junction with Church Road	Veh 2 travelling SW on Church Rd turns right onto A334 into path of Veh 1 travelling on A334 causing a collision	1 slight
21/02/19	A334 outside The Oaks	Cyclist travelling SE on A334 falls from bike	1 serious
03/04/2019	A334 outside The Oaks	Veh 1 travelling NW on A334 fails to react to Veh 2 stopping and collides with the rear	1 slight
11/05/19	A334 at junction with A334	Veh 1 travelling SE on A334 collides with central island bollard and flips onto its roof	1 slight
25/11/19	A334 junction with A334	Veh 2 travelling SE on A334 fails to stop at junction and collides with car 2 withing to turn right into A334	1 slight
08/12/19	A334 junction with A334	Veh 1 travelling on B2177 turns left into A334 but clips kerb and overturns	1 slight
22/01/20	A334 junction with A334	Veh 1 travelling SE on A334 turns right onto A334 but misjudges the junction and overturns into a ditch	1 slight
17/02/20	B2177 junction with A334	Veh 1 travelling S on B2177 fails to brake and collides with rear of Veh 2 waiting to turn right	1 slight
03/01/21	A334 outside 1 Aylings	Veh 1 travelling NW on A334 comes to an abrupt stop due to animal in the	1 slight

		road. Veh 2 also stops but Veh 3 collides with Veh 2	
22/03/21	A334 junction with B2177	Veh 1 travelling SE fails to give way and collides with Veh 2 travelling on B2177	2 slight
05/04/21	A334 junction with Equestrian Centre	Veh 1 travelling NW along A334 collides with Veh 2 travelling NW and slowing to turn into Shedfield Equestrian centre	1 slight
02/08/21	A334 junction with B2177	Veh 1 travelling on A334 fails to give way at junction and collides with Veh 2 travelling on B2177	2 slight
15/09/21	A334 junction with B2177	Veh 1 travelling SE on A334 fails to give way and collides with Veh 2 travelling on B2177	1 serious
03/03/22	A334 junction with A334	Veh 1 travelling SE on A334 turn right but stops due to road works. Veh 2 then collides with rear of Veh 1	1 slight
10/03/22	A334 junction with B2177	Veh 1 travelling NW on A334 loses control and collides with central bollard	1 serious
29/03/22	A334 junction with B2177	Veh 1 travelling SE on A334 fails to give way at junction and collides with Veh 2 travelling on B2177	1 slight

3.2. Whilst there appear to be a number of accidents on the A334 and at its junction with the A334 / B2177, all appear to involve driver error rather than any deficiencies with the highway network. Some involve just a single vehicle, whilst just 1 incident has occurred at the access of the application site with Botley Road. This though was a rear end shunt where the preceding driver failed to brake in time to avoid a vehicle turning right into the site.

3.3. It should be noted that not one accident recorded has involved an HGV or other large commercial vehicle.

3.4. It can therefore be concluded that there is not an overarching set of circumstances that make the A334 or its junction with the B2177 unsafe, and it is unlikely that this situation would be exacerbated by the proposed development.

4. Site Access

4.1. The site benefits from two access points, one to the southeast and one to the north west. The former is the main access which serves the Equestrian Centre, and various shops and other enterprises, whilst the north-western access serves a parking area associated with a leisure use and car park together with AA Edwards Wholesale Fruit and Vegetables. The application site access takes the form of a simple priority junctions which is shown below.



- 4.2. The A334 at this point is subject to a 40mph speed limit however in order to assess the actual speed of traffic using this section of the A334, a 7-day traffic speed and volume survey was undertaken. ATC equipment was installed on 6th February 2023 and was left in-situ for 7-day period when the weather was fine and dry.
- 4.3. The survey showed that 85th percentile traffic speeds of 45.5mph were recorded for north-bound traffic and 44.7mph for south-bound traffic. Using the Hampshire County Council Sight Stopping Distance calculator where a reaction time of 2 seconds is employed and a deceleration rate of 0.250g is used, a visibility Y distance of 124m is required to the north and 127m to the south. This data is included as [Appendix 2](#) to this Note.
- 4.4. Drawing numbered NJC-001 is included as [Appendix 3](#) to this Note which shows the existing access together with the required visibility splays. This demonstrates the ability of the access to provide a suitable vision splay from a driver's eye height of 1.05m to 2.0m above carriageway level at the access, to an object height of between 600mm and 1.05m at the ends of both Y distances. These splays are available either within land under the control of the applicant, or within the extent of the public highway.
- 4.5. The access is existing and has been used for many years by HGV's and other commercial vehicles although the majority of vehicle that use the access are smaller domestic and commercial vehicles. The accident history outlined above has demonstrated that in the last 5 years, there have been no recorded accidents at the site access other than a rear end shunt, which would suggest that this has been operating in a safe and efficient manner.
- 4.6. Despite this being a retrospective application, the Highway Officer has requested that swept path tracking details be submitted of the largest vehicle that is generated by the application site. As the number and type of traffic associated with this use is not changing from that which has already been approved by the Highway Authority through the CLUED, it is not felt reasonable to have to provide such swept path tracking. The access with the A334 has been operating for many years without incident, and that is reflected in the Accident History above.

5. Traffic Impact

- 5.1. As stated above, this application will not increase traffic, as the proposal seeks to use the application site in a more efficient way.

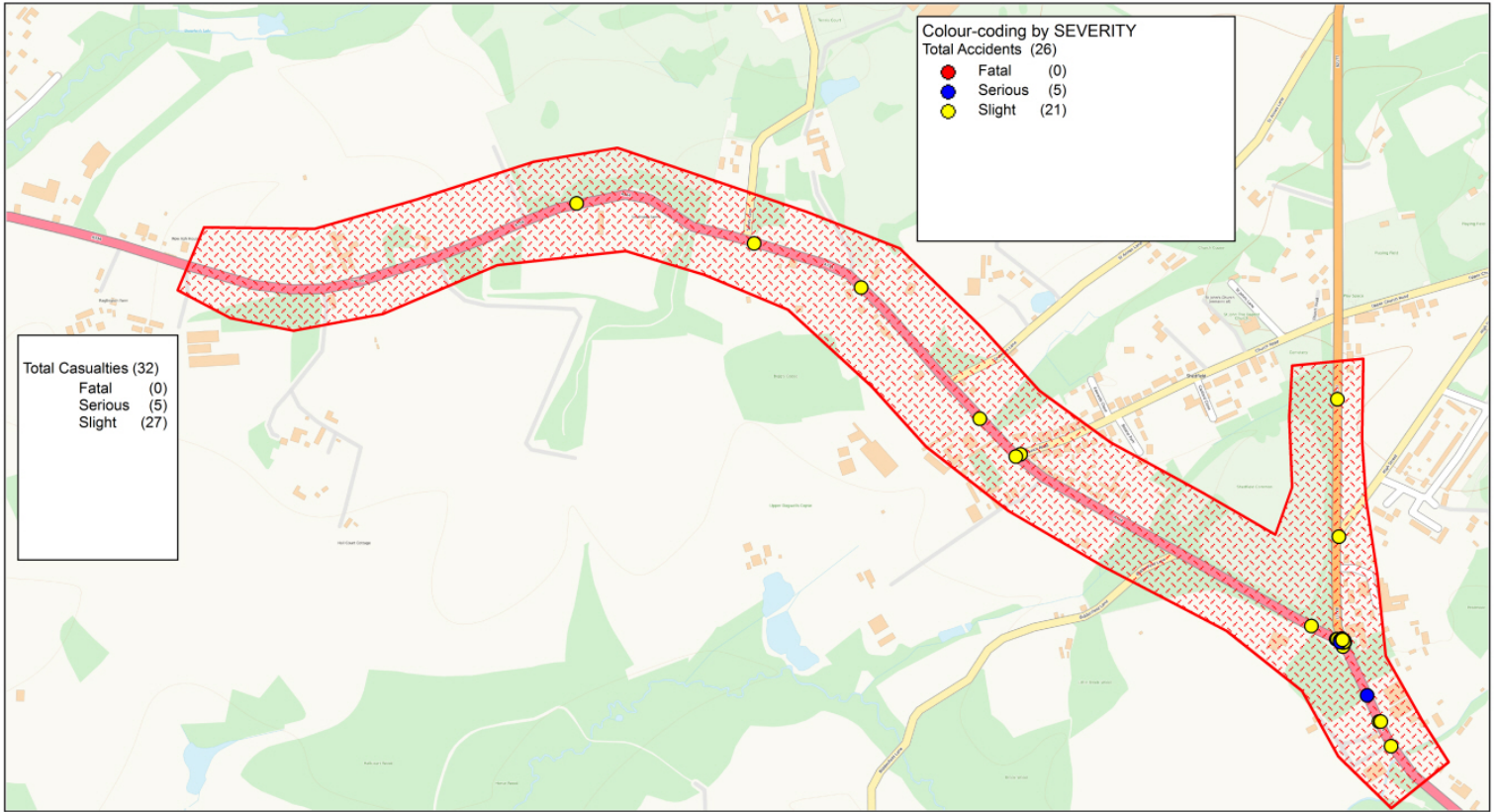
- 5.2. The site currently generates approximately 45 HGV movements per day (23 vehicles) with the directional split being roughly 50% to the east and 50% to the west.
- 5.3. It is anticipated however that the HGV movements will actually decrease as the Applicant now owns and operates his own fleet of HGV's which are parked on the site overnight. Previously 3rd party hauliers were utilised who would collect and deliver material to and from the site, however these are now no longer required, hence the reduction of traffic at the end of the working day, where the trucks will remain, rather than be driver off site.
- 5.4. It should however be borne in mind however that as this is a retrospective application and these traffic movements are already on the highway network and are already passing through the existing site access junction. The resulting traffic impact from the development is therefore not considered to be significant considering the existing flows on the A334.

6. Summary and Conclusion

- 6.1. This Technical Note has been produced in support of a planning application for the change of use of land to provide open storage for recycled aggregate materials together with the retention of an ancillary office and workshop at Lockhams Recycling Ltd, Shedfield Equestrian Centre.
- 6.2. The site is to be served by an existing access onto the A334 where visibility is in accordance with recorded 85th percentile speeds and in accordance with the LHA's Sight Stopping Distance Calculator.
- 6.3. A review of the latest 5-year accident history has found that whilst accidents have occurred on the A334 and its junction with the B2177, there is no overarching trend that would be exacerbated by this current proposal.
- 6.4. If permitted, the proposals would continue to generate around 45 HGV traffic movements, which has been undertaken for many years without incident.
- 6.5. The retrospective application is therefore considered to be acceptable from a highway point of view.

Appendix 1

Accident Data



Selected map area

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Hampshire Police
Licence No. 01021C 2022

Scale	1 : 9220
DATE	07/12/2022
DRAWING No.	
DRAWN BY	

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

Selected Polygon:A334 SHEDFIELD

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44170230075 16/06/2017 Time 2130 Vehicles 4 Casualties 2 Slight
 E:456315 N:113172 First Road: B 2177 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 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:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAV S ALONG B2177 WINCHESTER ROAD OVERTAKES VEH 2 (CAR) TRAV IN SAME DIRECTION, HITS VEH 3 (CAR) TRAV IN OPPOSITE DIRECTION, REBOUNDS INTO VEH 2, REBOUNDS AGAIN INTO ON COMING TRAFFIC HITS OFFSIDE KERB AND HITS VEH 4 (CAR) BEHIND VEH 3
 Occurred on B2177 WINCHESTER ROAD 51 METRES SOUTH OF DAISY COTTAGE, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Car Overtaking nearside
 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 Kerb Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 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 Offside 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

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Vehicle Reference 3 Car Going ahead other
Vehicle movement from S to N 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 52 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 4 Car Going ahead other
Vehicle movement from S to N 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
Nearside Age of Driver 40 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 4 Age: 40 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44170299011 03/08/2017 Time 1700 Vehicles 2 Casualties 1 Slight
 E:455762 N: 113076 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Possible
2nd:	Careless/Reckless/In a hurry	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SW ALONG CHURCH ROAD TRYING TO OVERTAKE VEH 1 (CAR) WAITING TO TURN INTO A334 BOTLEY ROAD AND COLLIDES.

Occurred on A334 BOTLEY ROAD AT JUNCTION WITH CHURCH ROAD, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from NE to NW 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 73 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 73 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Overtaking stat vehicle O/S
 Vehicle movement from NE to NW 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 Not traced
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44170313618 14/08/2017 Time 1147 Vehicles 2 Casualties 1 Serious
 E:456390 N: 112609 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight 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	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (CAR) TRAVELLING NW ALONG A334 WINCHESTER ROAD STOPS DUE TO ANOTHER VEH TURNING RIGHT INTO THE OAKS. FOLLOWING VEH 1 (CAR) FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH 2

Occurred on A334 WINCHESTER ROAD AT JUNCTION WITH THE OAKS, WICKHAM, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 74 Female
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 74 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 27 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44180034649 26/01/2018 Time 1952 Vehicles 2 Casualties 2 Slight
 E:456318 N:112932 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled B 2177
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting 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 2	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Very Likely
3rd:	Following too close	Vehicle 2	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SW ON HIGH STREET SLOWS AND STOPS FOR JUNCTION WITH B2177 WINCHESTER ROAD AND IS HIT FROM BEHIND BY VEH2 (CAR) THAT FAILED TO SLOW IN TIME. BOTH DRIVERS SUSTAIN MINOR INJURIES.

Occurred on HIGH STREET AT JUNCTION WITH B2177 WINCHESTER ROAD, SHIRRELL HEATH, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 25 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 25 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
 Vehicle movement from NE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44180212234 07/06/2018 Time 1528 Vehicles 2 Casualties 2 Slight
 E:455297 N:113444 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight 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:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING NW ALONG A334 BOTLEY ROAD SLOWS AND INDICATES TO TURN RIGHT INTO SANDY LANE. VEH1 (CAR) TRAVELLING NW ALONG A334 BOTLEY ROAD FAILS TO SLOW IN TIME AND COLLIDES WITH THE REAR OF VEH2.

Occurred on A334 BOTLEY ROAD AT JUNCTION WITH SANDY LANE, CURDRIDGE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 32 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Waiting to turn right
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 47 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44180266811 15/07/2018 Time 1835 Vehicles 2 Casualties 1 Slight
 E:455754 N:113072 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight 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:	Road layout (eg bend, hill crest)	Vehicle 2	Very Likely
2nd:	Failed to look properly	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING SW ON CHURCH ROAD TURNS RIGHT ONTO A334 BOTLEY ROAD INTO THE PATH OF VEH1 (CAR) TRAVELLING NW ON BOTLEY ROAD. VEH1 COLLIDES WITH VEH2 AND IS FORCED OFF THE ROAD NEARSIDE AND INTO A GARDEN FENCE.

Occurred on A334 BOTLEY ROAD AT JUNCTION WITH CHURCH ROAD, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead right bend
 Vehicle movement from SE to NW 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: Wall or fence
 Nearside Age of Driver 32 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 32 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from NE to NW 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 Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

44190062613 21/02/2019 Time 0400 Vehicles 1 Casualties 1 Serious
 E:456367 N:112655 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting 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:	Loss of control	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (P/CYCLE) TRAVELLNG SE ALONG A334 WINCHESTER ROAD. FOR UNKNOWN REASONS, RIDER HAS FALLEN FROM BIKE AND WAS FOUND BY MEMBERS OF THE PUBLIC.

Occurred on A334 WINCHESTER ROAD, OUTISDE THE OAKS, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
 Vehicle movement from NW to SE 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 Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 58 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 58 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44190114832 03/04/2019 Time 0725 Vehicles 2 Casualties 1 Slight
 E:456388 N:112609 First Road: A 334 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight 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 judge other persons path or speed	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A334 WINCHESTER ROAD FAILED TO REACT TO VEH2 (CAR) STOPPING AHEAD, AND COLLIDED WITH THE REAR.

Occurred on A334 WINCHESTER ROAD, OUTSIDE THE OAKS, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 29 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW 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 52 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44190162709 11/05/2019 Time 2255 Vehicles 1 Casualties 1 Slight
 E:456313 N:112753 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 2177
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting 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	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 COLLIDED WITH THE CENTRAL ISLAND BOLLARD AND FILLED ONTO ITS ROOF.

Occurred on A334 AT JUNCTION WITH B2177 WINCHESTER ROAD, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road Kerb Off road: None
 Did not leave carr Age of Driver 34 Male
 Not hit and run Breath test Failed to provide
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 46 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Front seat

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44190423911 25/11/2019 Time 1435 Vehicles 2 Casualties 1 Slight
 E:456315 N:112753 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH2 (CAR) TRAVELLING SE ALONG A334 FAILED TO SLOW IN TIME ON APPROACH TO JUNCTION AND COLLIDED WITH THE REAR OF VEH1 (CAR) TRAVELLING SE ALONG A334 IN FRONT, WAITING TO TURN RIGHT ONTO A334 WINCHESTER ROAD.

Occurred on A334 AT JUNCTION WITH A334 WINCHESTER ROAD, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Waiting to turn right
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 34 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 34 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

44190440922 08/12/2019 Time 0255 Vehicles 1 Casualties 1 Slight
 E:456325 N: 112740 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Raining 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 N ALONG A334 WINCHESTER ROAD TURNS LEFT TO TRAVEL NW ALONG A334 CURDRIDGE ROAD BUT CLIPS THE NEARSIDE KERB CAUSING THE VEH TO OVERTURN.

Occurred on A334 WINCHESTER ROAD AT JUNCTION WITH A334 CURDRIDGE ROAD, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Car Turning left
 Vehicle movement from S to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road Kerb Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Positive
 Left hand drive: No

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

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44200027273 22/01/2020 Time 2055 Vehicles 1 Casualties 1 Slight
 E:456328 N: 112748 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting 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:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Poor turn or manoevre	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 SHEDFIELD ROAD TURNS RIGHT TO TRAVEL SE ALONG A334 WINCHESTER ROAD BUT MISJUDGES THE JUNCTION AND LEAVES THE CARRIAGEWAY NEARSIDE AND OVERTURNS INTO A DITCH.

Occurred on A334 WINCHESTER ROAD AT JUNCTION WITH A334 SHEDFIELD ROAD, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway Overtaken
 Location at impact Mid Junction - on roundabout or 1 First impact Nearside Hit vehicle:
 Hit object in road None Off road: Entered ditch
 Nearside Age of Driver 18 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 18 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44200060802 17/02/2020 Time 1100 Vehicles 2 Casualties 1 Slight
 E:456323 N:112754 First Road: B 2177 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight 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:	Driver using mobile phone	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING S ALONG B2177 WINCHESTER ROAD FAILED TO BRAKE IN TIME AND COLLIDED WITH REAR OF VEH 2 (CAR) WAITING IN QUEUE OF TRAFFIC IN FRONT.

Occurred on B2177 WINCHESTER ROAD AT JUNCTION WITH A334 WINCHESTER ROAD, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under 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 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 30 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 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 Mid Junction - on roundabout or r First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210002630 03/01/2021 Time 1726 Vehicles 3 Casualties 1 Slight
 E:455484 N: 113367 First Road: A 334 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting 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:	Slippery road (due to weather)	Vehicle 3	Possible
2nd:	Travelling too fast for conditions	Vehicle 3	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 3	Possible
4th:	Animal or object in carriageway	Vehicle 1	Possible
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A334 BOTLEY ROAD COMES TO AN ABRUPT STOP DUE TO AN ANIMAL IN THE CARRIAGEWAY. VEH 2 (CAR) TRAVELLING NW ON A334 BEHIND, ALSO STOPS. VEH 3 (VAN) TRAVELLING NW BEHIND VEH 2 FAILS TO STOP IN TIME AND COLLIDES WITH VEH 2. VEH Occurred on A334 BOTLEY ROAD, OUTSIDE 1 AYLINGS, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW 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 Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW 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 42 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("A334
SHEDFIELD"); Refined using Accidents within selected
Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Vehicle Reference 3 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from SE to NW 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 27 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 27 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210107521 22/03/2021 Time 1504 Vehicles 2 Casualties 2 Slight
 E:456320 N:112751 First Road: B 2177 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight 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: Disobeyed Give Way or Stop sign or markings	Vehicle 1	Very Likely
2nd: Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd: Failed to look properly	Vehicle 1	Possible
4th: Exceeding speed limit	Vehicle 2	Possible
5th:		
6th:		

VEH 1 (CAR) TRAVELLING SE ALONG A334 FAILS TO GIVE WAY / SEE VEH 2 (VAN) TRAVELLING NW ALONG B2177 AND COLLIDES AS EMERGES FROM JUNCTION.

Occurred on A334 AT JUNCTION WITH B2177 WINCHESTER ROAD, SHEDFIELD, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 56 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from SE to N Single trailer 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 52 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 52 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 2 Age: 22 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Not car passenger

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210127424 05/04/2021 Time 1055 Vehicles 2 Casualties 1 Slight
 E:455691 N: 113138 First Road: A 334 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight 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:	Defective brakes	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:	Failed to judge other persons path or speed	Vehicle 1	
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NW ALONG A334 BOTLEY ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NW IN FRONT AND SLOWING TO TURN LEFT INTO SHEDFIELD EQUESTRIAN CENTRE. Occurred on A334 BOTLEY ROAD AT JUNCTION WITH SHEDFIELD EQUESTRIAN CENTRE, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 62 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Stopping
 Vehicle movement from SE to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: Wall or fence
 Nearside Age of Driver 23 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not worn Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210271848 10/07/2021 Time 1220 Vehicles 3 Casualties 1 Slight
 E:456270 N:112776 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight 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:	Slippery road (due to weather)	Vehicle 1	Possible
2nd:	Poor turn or manoeuvre	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG A334 HAS FAILED TO NOTICE STATIONARY TRAFFIC AHEAD AND COLLIDED WITH THE REAR OF VEH 2 (CAR) TRAVELLING SE ALONG A334, SHUNTING THEM INTO THE BACK OF VEH 3 (CAR) TRAVELLING SE ALONG A334.

Occurred on A334 BOTLEY ROAD, OUTSIDE THE ENTRANCE TO ANIMED VETERINARY HOSPITAL, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway Skidded
 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 31 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from NW to E 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 23 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 23 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Vehicle Reference	3	Car	Going ahead but held up
Vehicle movement from	NW to SE	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 object in road	None	Off road:	None
Did not leave carr		Age of Driver	37
Not hit and run	Breath test	Negative	Male
		Left hand drive:	No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210307208 02/08/2021 Time 2329 Vehicles 2 Casualties 2 Slight
 E:456323 N:112752 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 2177
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting 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:	Junction overshoot	Vehicle 001	Very Likely
2nd:	Careless/Reckless/In a hurry	Vehicle 001	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ON BOTLEY ROAD A334 APPROACHING JUNCTION WITH WINCHESTER ROAD B2177 FAILS TO GIVE WAY AND COLLIDES WITH VEH 2 (VAN) TRAVELLING S ON WINCHESTER ROAD

Occurred on BOTLEY ROAD A334 JUNCTION WITH WINCHESTER ROAD B2177 SHEDFIELD

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to SE 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 42 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 1 Age: 42 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
 Hit object in road None Off road: Road sign / ATS
 Nearside Age of Driver 35 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210371490 15/09/2021 Time 2058 Vehicles 2 Casualties 1 Serious
 E:456325 N:112747 First Road: B 2177 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting 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 001	Possible
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW TO SE ON BOTLEY ROAD FAILS TO GIVE WAY AND COLLIDES WITH VEH 2 (CAR) TRAVELLING S TO N ON WINCHESTER ROAD
 Occurred on JUNCTION OF BOTLEY ROAD AND WINCHESTER ROAD SHEDFIELD

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Nearside Age of Driver 28 Male
 Not hit and run Breath test Positive
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 60 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 86 Female Passenger Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 Front seat

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210381440 21/09/2021 Time 1510 Vehicles 2 Casualties 1 Slight
 E:456409 N:112566 First Road: A 334 Road Type Single carriageway
 Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING N ALONG A334 WINCHESTER ROAD WHEN VEH 2 (CAR) TURNED RIGHT OUT OF MCCARTHY'S FARM SHOP TO HEAD N AND COLLIDED WITH VEH 1.

Occurred on A334 WINCHESTER ROAD OUTSIDE MCCARTHY'S FARM SHOP, WINCHESTER

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 63 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 63 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering main road First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44210487718 05/12/2021 Time 1240 Vehicles 3 Casualties 1 Slight
 E:456391 N:112609 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: Pri Drive Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight 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:	Vehicle in course of crime	Vehicle 1	Very Likely
2nd:	Aggressive driving	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING N ALONG A334 WINCHESTER ROAD, TRYING TO EVADE POLICE, GOES TO OVERTAKE VEH2 (CAR) TRAVELLING N IN FRONT, AT THE SAME TIME AS VEH2 TURNS RIGHT INTO MCCARTHYS FRUIT AND VEG. VEH1 HAS THEN COLLIDED WITH VEH3 (CAR) TRAV S ALONG THE A334
 Occurred on A334 WINCHESTER ROAD AT JUNCTION WITH MCCARTHYS FRUIT AND VEGETABLES, WICKHAM, HAMPSHIRE.

Vehicle Reference 1 Car Overtaking moving vehicle O/S
 Vehicle movement from S 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 1 First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 21 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from S to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

Vehicle Reference 3 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 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 40 Female
 Not hit and run Breath test Negative
 Left hand drive: No

44220069127 18/02/2022 Time 1812 Vehicles 1 Casualties 1 Slight
 E:454987 N: 113514 First Road: A 334 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Fine with high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Animal or object in carriageway	Vehicle 001	Very Likely
2nd: Road layout (eg bend, hill etc.)	Vehicle 001	Very Likely
3rd: Vegetation	Vehicle 001	Very Likely
4th: Not displaying lights at night or in poor visibility	Vehicle 001	Very Likely
5th:		
6th:		

VEH 1 (CAR) TRAVELLING W ALONG BOTLEY ROAD A334 ROUNDS A BEND AND COLLIDES WITH FALLEN TREE DUE TO RECENT STORM

Occurred on BOTLEY ROAD A334, APPROX 320 METERS W FROM SANDY LANE, CURDRIGE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from E to W 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 71 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 71 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44220082907 01/03/2022 Time 0045 Vehicles 1 Casualties 2 Serious
 E:447786 N:116784 First Road: U Road Type Single carriageway
 Speed limit: 40 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Raining without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Deposit on road (eg oil, mud, chippings)	Vehicle 001	Possible
2nd:	Slippery road (due to weather)	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NE ALONG ALLINGTON LANE LOSES CONTROL ON WET ROAD SURFACE, LEAVES CARRIAGEWAY AND COLLIDES WITH A TREE

Occurred on 45 METRES NE OF RAILWAY BRIDGE, ALLINGTON LANE, WEST END

Vehicle Reference 1 Car Going ahead left bend
 Vehicle movement from SW to NE 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: Tree
 Nearside Age of Driver 19 Male
 Not hit and run Breath test Negative
 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: 18 Female Passenger Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44220087746 03/03/2022 Time 2110 Vehicles 2 Casualties 1 Slight
 E:456327 N:112748 First Road: B 2177 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled A 334
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING SE ALONG THE A334 TURNED RIGHT ONTO A334 WINCHESTER ROAD AND HAD TO STOP DUE TO A ROAD CLOSURE. VEH2 (VAN) TRAVELLING SE ALONG THE A334 ALSO TURNED RIGHT ONTO THE A334 WINCHESTER ROAD AND COLLIDED WITH THE REAR OF VEH1.

Occurred on JUNCTION OF B2177/A334 ROADWORKS OUTSIDE ASHLEY MANOR REST HOME, SHEDFIELD

Vehicle Reference 1 Car Reversing
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 53 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 53 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from NW to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Cleared junction or waiting/park First impact Front Hit vehicle:
 Hit object in road Road Works Off road: None
 Did not leave carr Age of Driver Male
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44220096040 10/03/2022 Time 0512 Vehicles 1 Casualties 1 Serious
 E:456320 N:112748 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 2177
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Darkness: no street lighting Fine without high winds
 Special Conditions at Site Road works Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Fatigue	Vehicle 001	Possible
2nd:	Illness or disability, mental or physical	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NW ALONG A334 LOSES CONTROL AND COLLIDES WITH CENTRAL REFUGE/BOLLARD THEN COLLIDES WITH TREE

Occurred on JUNCTION OF A334/B2177 OPPOSITE ASHLEY MANOR, SHEDFIELD

Vehicle Reference 1 Car Turning left
 Vehicle movement from SE to NW 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 Bollard / Refuge Off road: Tree
 Straight ahead at Jun Age of Driver 59 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 59 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/06/2017 and 31/05/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

44220124518 29/03/2022 Time 2220 Vehicles 2 Casualties 1 Slight
 E:456324 N:112752 First Road: A 334 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled B 2177
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Darkness: no street lighting 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:	Junction overshoot	Vehicle 1	Very Likely
2nd:	Impaired by alcohol	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A334 FAILED TO GIVE WAY AT JUNCTION AND COLLIDED WITH VEH2 (VAN) TRAVELLING S ALONG B2177.

Occurred on A334 AT JUNCTION WITH B2177, SHEDFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from NW to SE 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 36 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 36 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under 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 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 40 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates **01/06/2017** and **31/05/2022** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("A334 SHEDFIELD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	4	21	25
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	0	1
Horses & other	0	0	0	0
Total	0	5	21	26

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	25	27
Passenger	0	2	2	4
Motorcycle rider	0	0	0	0
Cyclist	0	1	0	1
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	5	27	32

Appendix 2

Traffic Survey Data

Shedfield ATC 01, A334

Produced by Streetwise Services Ltd.

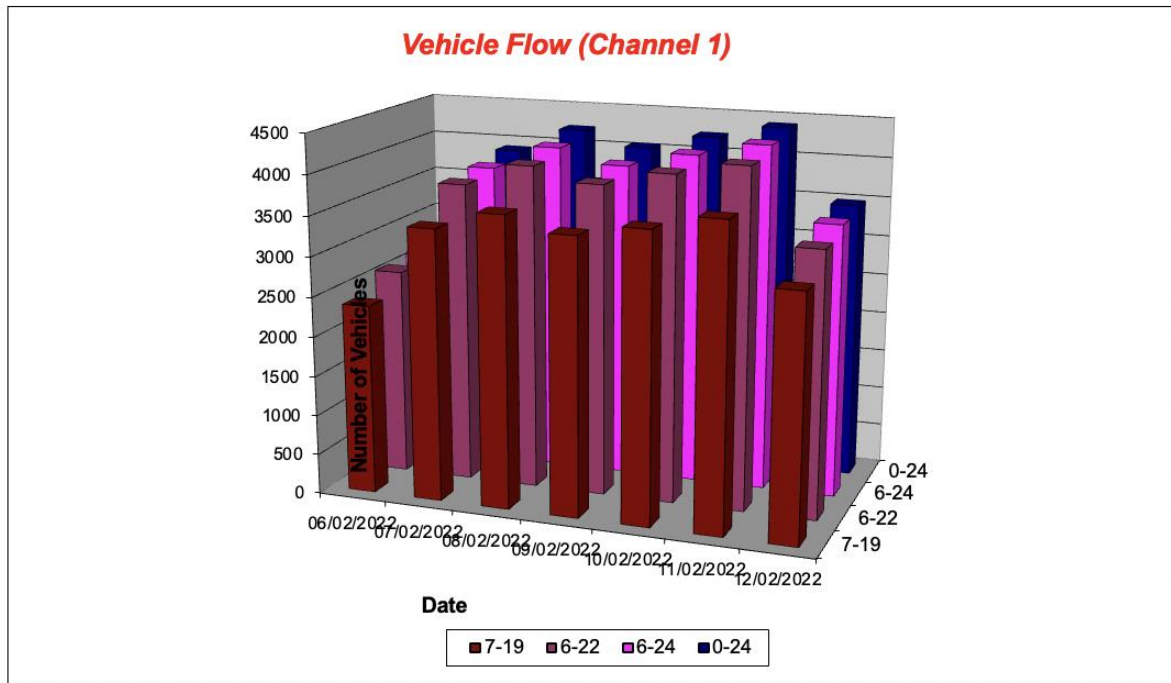


Channel 1 - Northbound

Vehicle Flow

Week 1

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday	5 Day Ave	7 Day Ave
1	39	12	11	14	13	15	17	13	17
2	25	8	9	9	9	7	17	8	12
3	6	3	9	4	6	5	6	5	6
4	9	4	9	9	5	6	7	7	7
5	7	13	9	8	9	7	4	9	8
6	9	39	39	40	40	37	10	39	31
7	20	105	121	139	135	124	40	125	98
8	49	283	339	321	310	305	95	312	243
9	98	304	349	327	353	326	175	332	276
10	148	293	273	270	303	280	209	284	254
11	264	263	242	250	258	285	312	260	268
12	276	250	264	227	249	303	329	259	271
13	285	280	330	254	273	316	324	291	295
14	262	278	293	284	263	299	344	283	289
15	260	270	294	269	285	332	285	290	285
16	255	299	279	332	299	336	293	309	299
17	217	377	394	396	358	371	273	379	341
18	150	328	340	308	408	332	236	343	300
19	114	177	240	217	234	287	154	231	203
20	94	125	151	145	161	159	123	148	137
21	67	97	81	82	108	107	77	95	88
22	42	44	68	68	74	63	41	63	57
23	31	33	61	51	50	54	57	50	48
24	14	22	20	23	30	45	53	28	30
7-19	2378	3402	3637	3455	3593	3772	3029	3572	3324
6-22	2601	3773	4058	3889	4071	4225	3310	4003	3704
6-24	2646	3828	4139	3963	4151	4324	3420	4081	3782
0-24	2741	3907	4225	4047	4233	4401	3481	4163	3862

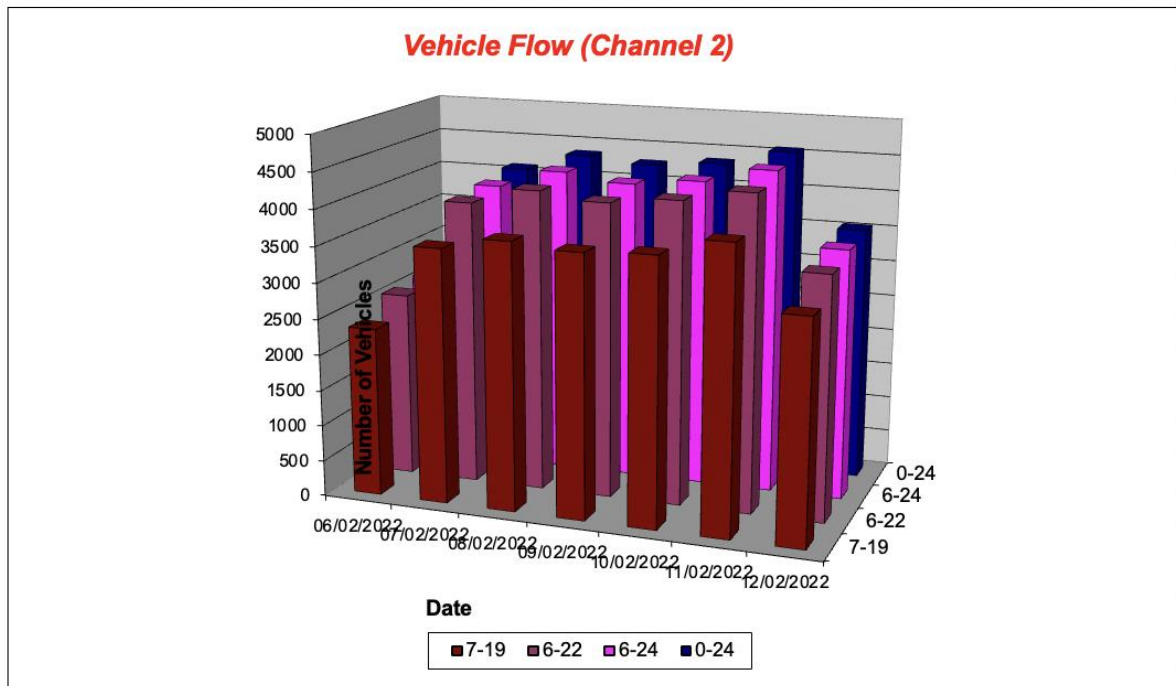


Channel 2 - Southbound

Vehicle Flow

Week 1

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday	5 Day Ave	7 Day Ave
1	29	4	7	8	10	9	17	8	12
2	12	2	3	6	7	3	10	4	6
3	4	5	8	7	7	10	6	7	7
4	6	6	10	12	7	9	6	9	8
5	4	18	11	15	14	11	4	14	11
6	6	42	31	47	33	40	18	39	31
7	24	148	189	172	174	154	54	167	131
8	38	417	422	392	397	366	107	399	306
9	93	376	351	385	371	345	178	366	300
10	167	254	280	278	287	282	225	276	253
11	258	234	266	250	252	299	284	260	263
12	257	249	285	274	289	260	327	271	277
13	287	261	280	271	269	338	326	284	290
14	234	261	290	265	280	326	314	284	281
15	289	277	280	256	281	350	366	289	300
16	255	319	300	306	272	352	287	310	299
17	222	363	372	347	379	382	307	369	339
18	148	339	395	384	364	344	203	365	311
19	103	191	189	231	241	280	145	226	197
20	95	125	121	138	154	124	117	132	125
21	73	81	88	77	110	93	69	90	84
22	39	67	86	71	75	67	67	73	67
23	25	38	60	59	51	71	59	56	52
24	12	18	25	19	26	50	48	28	28
7-19	2351	3541	3710	3639	3682	3924	3069	3699	3417
6-22	2582	3962	4194	4097	4195	4362	3376	4162	3824
6-24	2619	4018	4279	4175	4272	4483	3483	4245	3904
0-24	2680	4095	4349	4270	4350	4565	3544	4326	3979



Shedfield ATC 01, A334

Produced by Streetwise Services Ltd.



Channel 1 - Northbound

Average Speed

Week 1

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday
1	41.5	45.1	46.9	45.0	43.6	44.3	45.6
2	44.9	49.6	43.8	43.0	42.2	43.4	45.6
3	43.8	43.0	42.4	47.4	45.5	46.5	54.2
4	41.6	39.2	49.1	43.3	48.5	45.1	47.3
5	43.7	41.8	44.9	45.8	44.4	42.3	38.6
6	42.2	41.5	45.9	44.2	45.6	45.6	40.0
7	42.8	42.4	40.9	42.3	40.1	41.7	43.1
8	41.0	39.1	39.2	39.7	38.9	39.7	41.5
9	41.0	39.7	36.8	38.2	37.3	37.6	40.1
10	41.3	39.2	38.0	39.6	37.8	38.7	40.4
11	40.2	39.4	37.9	38.9	38.8	38.9	39.2
12	40.1	39.3	39.1	39.9	39.8	39.0	39.6
13	40.6	38.9	38.7	39.1	40.5	39.3	39.7
14	40.8	39.2	38.6	38.2	39.2	36.2	39.2
15	40.0	39.5	39.9	38.6	38.8	36.8	40.4
16	40.3	38.6	39.1	39.9	39.6	38.5	39.0
17	41.4	39.6	39.1	39.2	38.9	40.6	39.4
18	40.4	39.3	39.3	39.1	38.9	39.9	40.2
19	40.5	40.5	39.6	40.7	39.3	39.7	41.0
20	41.4	41.3	39.9	39.6	41.1	40.5	40.5
21	42.2	42.0	41.8	42.8	40.6	41.9	41.8
22	44.0	43.7	42.4	43.0	42.6	42.5	42.9
23	45.4	41.9	42.5	42.6	44.4	43.4	41.9
24	50.3	42.9	42.5	43.1	45.1	42.2	42.8

10-12	40.1	39.4	38.5	39.3	39.3	39.0	39.4
14-16	40.2	39.0	39.5	39.3	39.2	37.8	39.7
0-24	40.9	39.7	39.2	39.6	39.4	39.2	40.1

7 Day Ave	39.7
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85th Percentile

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday
1	48.7	56.1	49.0	48.7	48.9	48.7	48.2
2	56.0	55.8	48.4	56.4	48.7	43.9	56.0
3	48.6	43.3	48.3	66.3	48.5	56.0	85.8
4	48.3	48.8	55.7	48.0	65.9	55.6	55.8
5	55.8	56.3	48.2	56.0	48.1	48.8	55.5
6	48.8	56.1	56.1	56.4	56.3	55.9	48.5
7	48.0	49.0	48.4	48.4	43.5	48.5	48.2
8	48.8	48.9	43.4	48.7	43.8	48.5	48.9
9	48.8	43.2	43.7	43.5	43.6	43.2	48.6
10	48.7	43.7	43.3	43.5	43.8	43.3	48.8
11	48.0	44.0	43.6	43.5	43.0	43.1	43.9
12	43.4	43.2	43.2	43.4	43.2	43.6	43.3
13	48.9	43.5	43.2	43.4	43.1	43.2	48.5
14	48.8	43.1	43.6	48.3	43.1	43.9	43.1
15	43.4	44.0	43.1	43.1	43.3	43.1	43.6
16	44.0	43.7	43.5	43.2	43.1	43.4	48.4
17	48.9	43.0	43.9	49.0	48.0	48.3	44.0
18	43.1	43.6	43.3	48.1	43.5	43.9	43.1
19	48.9	48.1	43.8	43.4	43.7	43.8	48.9
20	48.4	48.1	43.4	48.4	48.5	48.3	48.6
21	48.5	48.8	48.3	48.5	48.8	48.7	48.3
22	56.3	55.8	48.9	48.2	48.1	48.3	48.1
23	55.6	48.0	48.6	48.5	48.2	55.6	48.5
24	66.1	48.3	48.6	48.3	48.7	48.0	48.2

10-12	43.5	43.4	43.4	43.6	43.5	43.3	44.0
14-16	43.3	43.3	43.1	43.5	43.4	43.8	48.1
0-24	48.6	43.9	43.6	48.2	43.1	43.3	48.0

7 Day Ave	45.5
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Channel 2 - Southbound

Average Speed

Week 1

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday
1	39.2	53.0	44.1	46.4	41.8	45.8	44.2
2	43.6	43.0	43.8	40.9	42.6	45.5	44.8
3	40.5	39.0	45.2	43.7	46.2	44.0	38.8
4	38.4	39.7	40.5	45.5	41.6	43.3	45.9
5	40.5	43.0	41.2	44.5	43.0	42.1	39.2
6	44.2	43.9	42.9	42.2	41.7	41.8	45.8
7	41.4	41.2	39.8	40.5	40.3	39.3	42.8
8	40.8	38.8	39.0	39.0	39.7	40.9	42.3
9	40.2	38.2	38.6	38.4	38.5	39.7	40.0
10	40.0	38.5	37.1	37.9	37.6	38.9	39.9
11	38.9	38.7	38.3	37.7	37.0	37.9	38.6
12	39.1	38.8	37.5	38.6	38.4	39.4	38.7
13	38.8	38.5	38.4	38.6	39.1	37.6	39.0
14	39.4	37.6	38.0	38.8	38.6	36.5	39.4
15	39.5	38.6	38.9	39.0	38.6	38.8	38.7
16	39.4	38.2	38.8	38.2	39.0	39.0	39.4
17	38.9	38.7	38.9	39.6	38.8	38.9	39.0
18	40.0	38.2	38.5	39.0	38.7	39.4	39.5
19	42.0	38.7	39.8	40.3	41.0	39.3	40.1
20	41.5	40.8	40.1	39.5	40.6	40.4	41.3
21	43.1	40.7	39.2	42.3	40.8	42.0	40.0
22	42.2	40.2	40.2	41.3	42.7	41.6	38.3
23	43.1	44.2	41.1	41.2	43.7	42.6	41.2
24	47.4	42.4	40.6	45.1	43.4	42.3	40.1
10-12	39.0	38.8	37.9	38.2	37.8	38.6	38.6
14-16	39.4	38.4	38.9	38.6	38.8	38.9	39.0
0-24	39.8	38.9	38.8	39.1	39.2	39.2	39.5

7 Day Ave 39.2

85th Percentile

Hr Ending	06/02/2022 Sunday	07/02/2022 Monday	08/02/2022 Tuesday	09/02/2022 Wednesday	10/02/2022 Thursday	11/02/2022 Friday	12/02/2022 Saturday
1	43.3	65.8	56.2	48.6	48.2	56.1	48.7
2	56.0	48.3	56.0	55.8	55.7	56.3	55.9
3	43.9	48.2	48.6	55.6	48.3	56.0	48.8
4	56.0	48.5	48.2	55.7	48.8	48.2	48.8
5	48.4	48.2	48.5	55.6	55.6	56.4	56.2
6	56.3	56.1	56.2	48.4	48.5	55.9	55.9
7	48.8	48.4	48.8	49.0	48.8	48.3	48.1
8	48.7	43.9	43.4	48.5	43.8	48.8	48.4
9	48.7	43.5	43.9	43.5	43.3	48.2	43.3
10	44.0	43.2	43.7	44.0	44.0	43.4	43.7
11	43.3	43.7	43.1	43.2	43.8	43.2	43.3
12	43.5	43.7	43.6	43.4	43.7	43.9	43.6
13	43.4	43.6	43.7	43.4	43.9	43.6	43.2
14	43.7	43.8	43.0	43.3	43.9	43.4	43.6
15	43.2	43.2	43.4	43.5	43.4	48.4	44.0
16	43.4	43.8	43.4	43.1	43.1	43.9	43.2
17	43.5	43.2	43.3	43.5	44.0	43.6	48.9
18	48.8	44.0	44.0	44.0	43.8	48.9	48.1
19	48.5	43.1	48.8	48.6	48.7	43.5	49.0
20	48.4	48.1	48.7	48.9	48.4	48.3	48.6
21	56.0	48.8	48.4	48.7	48.0	48.9	43.6
22	55.7	43.4	48.7	48.4	48.2	48.3	48.9
23	56.1	56.0	48.3	48.7	55.7	48.3	48.6
24	56.0	48.1	43.4	55.6	56.0	48.2	43.1
10-12	43.7	43.1	43.4	43.8	43.4	43.3	43.2
14-16	43.9	43.2	43.9	43.7	43.1	43.0	43.9
0-24	48.4	43.0	43.1	43.5	43.3	48.7	43.1

Series "36-50"
Value: 3157

7 Day Ave 44.7

Appendix 3

Access and Visibility



Client



Project

SHEDFIELD EQUESTRIAN CENTRE

Drawing Title

EXISTING ACCESS AND VISIBILITY

Drawing Status

FOR INFORMATION

Date	Scale	Size
APR 2023	1:250	A1

Drawing No.	Rev
NJC-001	-