

**THE HOLFORD ARMS
KNOCKDOWN, TETBURY**

TRANSPORT STATEMENT

PREPARED FOR

TETBURY LEISURE LTD



JULY 2026

DOCUMENT HISTORY

Project Number: 26017
Project Title: The Holford Arms, Knockdown, Tetbury
Document Reference: Transport Statement

Issue	Date	Prepared and Issued by
D1	11 June 2026	BJC
D2	30 June 2026	BJC
F1	3 July 2026	BJC
Comments		
Issue D1	Draft for Client Comments	
Issue D2	2 nd Draft for Client Comments	
Issue F1	Final for planning submission	

NOTICE

This document and its contents have been prepared and are intended solely for information and use by Tetbury Leisure Ltd in relation to an application for a proposed redevelopment of the Holford Arms at Knockdown, Tetbury.

This document has been prepared for the titled project or named part thereof. It should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of Condon Transport Ltd being obtained. Condon Transport Ltd accepts no responsibility or liability for the consequences of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm this agreement to indemnify Condon Transport Ltd for all loss or damage resulting therefrom.

CONTENTS

1	INTRODUCTION	1
2	EXISTING CONDITIONS.....	3
3	PLANNING HISTORY AND EXISTING OPERATION.....	8
4	PROPOSED DEVELOPMENT	10
5	COMPARATIVE OPERATIONAL ASSESSMENT	12
6	PARKING PROVISION AND HIGHWAY AUTHORITY COMMENTS.....	16
7	HIGHWAY SAFETY REVIEW	21
8	SUMMARY AND CONCLUSIONS.....	24

FIGURES

FIGURE 1.1	SITE LOCATION
FIGURE 3.1	SITE LOCATION IN LOCAL CONTEXT
FIGURE 3.2	EXISTING A433 CROSSOVER ACCESS
FIGURE 3.3	EXTRACT OF CRASHMAP COLLISION LOCATIONS

APPENDICES

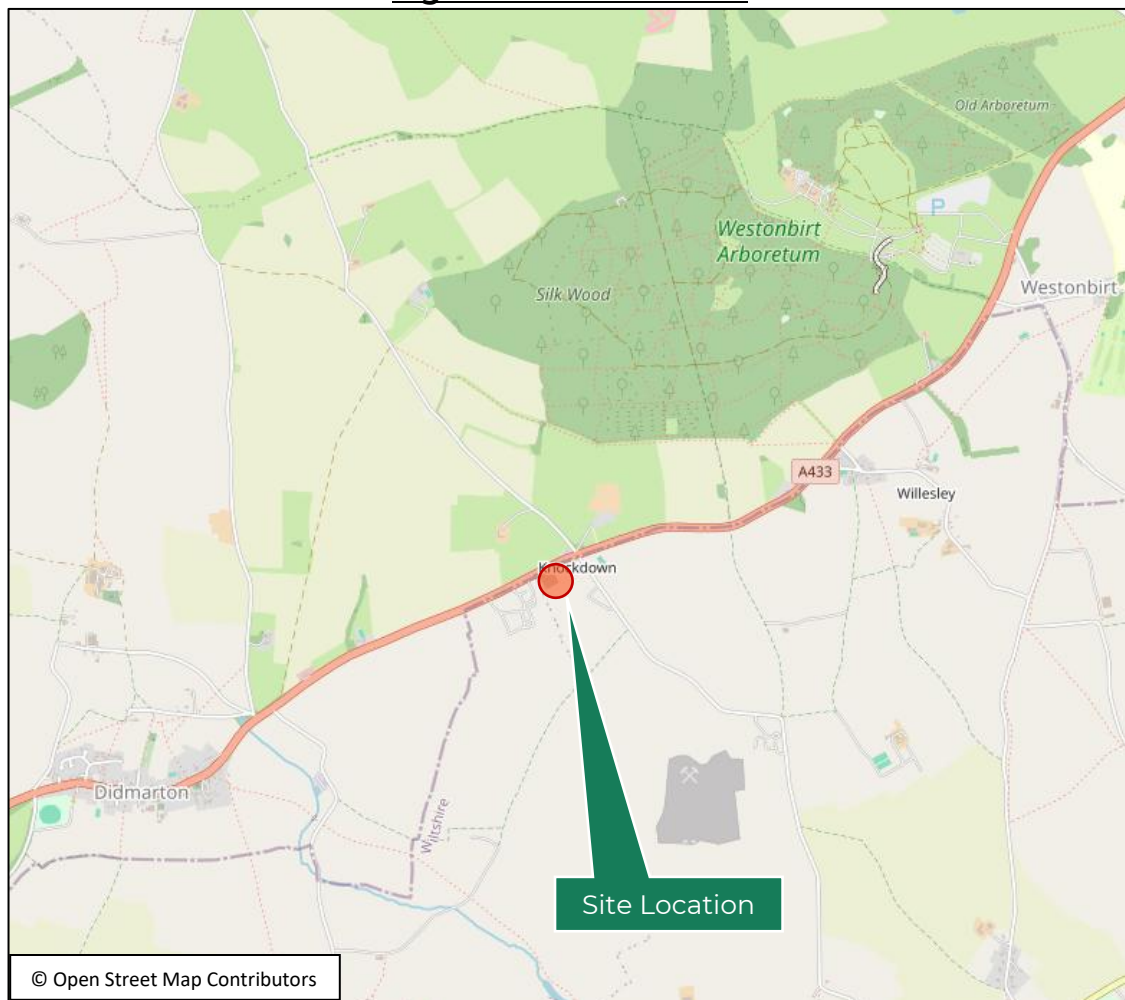
APPENDIX A	BUS TIMETABLE
APPENDIX B	PROPOSED FRONT FORECOURT PARKING
APPENDIX C	EXISTING REAR CAR PARK ARRANGEMENT

1 INTRODUCTION

Brief

- 1.1 Condon Transport Ltd. has been instructed by Tetbury Leisure Limited to prepare this Transport Statement in support of planning application PL/2026/02097 at The Holford Arms, Knockdown. The site is located on the A433 in Knockdown, on the Gloucestershire and Wiltshire administrative border, as shown in **Figure 1.1** below:

Figure 1.1: Site Location



- 1.2 The application proposes alterations and extensions to the existing hospitality and tourism operation, including the provision of spa facilities and associated external works.

- 1.3 The site itself is located within Wiltshire Council's (WC) administrative area. However, the A433 immediately adjacent to the site forms the county boundary and falls within the administrative area of Gloucestershire County Council (GCC), which acts as the Local Highway Authority for the adjoining highway network.
- 1.4 Consultation responses have been provided by both Wiltshire Council and GCC. Given that the principal highway and transport impacts relate to the A433, GCC has provided a more detailed transport response.
- 1.5 This Transport Statement has therefore been prepared to review the existing and proposed operation of the site and to respond directly to the matters raised by GCC, and in doing so, also addresses the response provided by WC.

Report Structure

- 1.6 The structure of this report is summarised below:
- Section 2: Describes the existing conditions of the transportation network surrounding the development site.
 - Section 3: Provides a brief synopsis of relevant planning history and existing operation of the site.
 - Section 4: Outlines the relevant characteristics of the existing and proposed development site, including site access and parking provision.
 - Section 5: Makes a comparison of the existing and proposed uses.
 - Section 6: Provides information on the existing and proposed parking provision and layout, and responds to the local highway authority's comments.
 - Section 7: Assesses the existing highway safety and considers the impact of the development on highway safety.
 - Section 8: Presents a summary of the report and identifies the main conclusions that can be drawn from the Transport Statement.

2 EXISTING CONDITIONS

- 2.1 The location of the site in relation to the local transport network is described in this section. The local transport network includes facilities provided for cars, buses, cyclists, and pedestrians.

Road Network

- 2.2 As shown in **Figure 3.1**, the site is situated on the southern side of the A433, a classified route connecting Tetbury, Westonbirt and the A46 to the west with Cirencester to the north-east. The A433 is an important local distributor route serving a number of villages and rural destinations within the Cotswolds.

Figure 3.1: Site Location in Local Context



- 2.3 The surrounding area is predominantly rural in character, comprising scattered residential properties, agricultural land and commercial premises. Land uses in the immediate vicinity include agricultural and rural commercial activities associated with T.H. White and other rural businesses.
- 2.4 The A433 in the vicinity of the site is subject to a 40mph speed limit and generally comprises a two-way single carriageway of rural character. The carriageway provides connectivity to the wider strategic highway network, including the A46 approximately 8km to the west and the M4 motorway beyond.
- 2.5 Around 90m to the north east of the site is the existing priority crossroads between the A433, Knockdown Road and Leighterton Lane

Site Access

- 2.6 The site benefits from two existing vehicular access points which serve different parts of the operation.
- 2.7 The principal frontage access is taken directly from the A433 and serves the public house and front parking area. Whilst operating as a priority junction, the access does not take the form of a conventional bellmouth arrangement. Instead, the access comprises a wide vehicle crossover extending approximately 30m across the site frontage, as shown in **Figure 3.2**.
- . The frontage parking area is surfaced in compacted stone and accommodates customer parking associated with the public house and restaurant operation.
- 2.8 A secondary vehicular access is provided from Knockdown Road to the south-east of the site. This access serves the larger rear parking area together with the camping, accommodation and function facilities associated with the wider hospitality and tourism operation. The applicant has confirmed that the rear parking area remains operational, remains under the applicant's ownership and control, and continues to be available for use by pub customers, accommodation guests and function attendees.

Figure 3.2: Existing A433 Crossover Access



- 2.9 The dual-access arrangement allows vehicles to access different parts of the site without relying solely on the frontage parking area and has operated in support of the site's hospitality, tourism, and events uses for a number of years.

Sustainable Travel Options

- 2.10 The site is located within a rural area and, as such, the majority of visitors are expected to travel by private car. This reflects both the existing and proposed operation of the site.
- 2.11 Existing bus stops are located on the A433 in the vicinity of the site access. Whilst the stops are currently informal and lack marked infrastructure, they are served by the Stagecoach 620 bus service, which operates along the A433 corridor. The bus timetable is included in **Appendix A**. The nearest stops, as identified in the published timetable, are at Westonbirt Arboretum, approximately 1km west of the site. The timetable does not specifically identify stops at The Holford Arms.
- 2.12 The 620 service provides connections between Stroud, Tetbury, Westonbirt, Didmarton, Yate and Bath. Based on the published timetable, the service provides

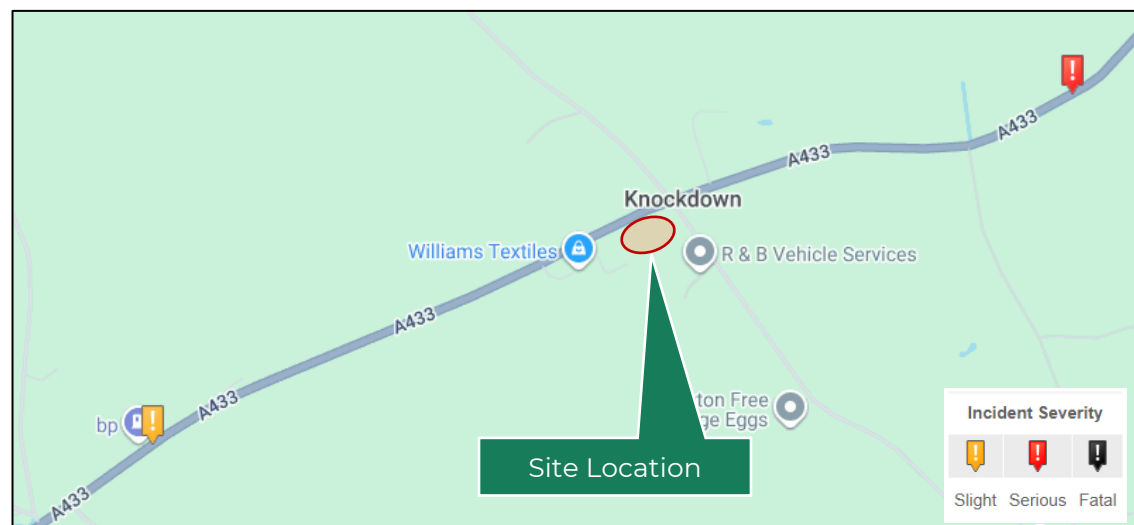
- approximately four weekday services towards Yate and Bath and five weekday services towards Tetbury and Stroud. Saturday services are similar, with three services towards Yate and Bath and five services towards Tetbury and Stroud. Service frequencies are generally around one bus every three hours. The first weekday service passes Westonbirt at approximately 06:56 towards Yate and Bath, whilst the final service towards Tetbury and Stroud passes Westonbirt at approximately 19:11.
- 2.13 Whilst public transport services are available, the frequency of provision reflects the rural nature of the area, and the site is not heavily reliant upon bus travel. Private car travel, therefore, remains the principal means of access to the site for both existing and proposed users.

Traffic Collision Analysis

- 2.14 A review has been undertaken of www.crashmap.co.uk to identify any traffic collision patterns or concerns near the site.
- 2.15 The review identified a small number of recorded personal injury collisions on the A433 corridor during the most recent five-year period available, as shown in

Figure 3.3:

Figure 3.3: Extract of Crashmap Collision Locations



Note: Location markers show the indicative location of collisions.

-
- 2.16 Importantly, no recorded personal injury collisions were identified at, or in the vicinity of, either of the site access points. Furthermore, the collision locations are dispersed along the A433 corridor and do not indicate any pattern associated with vehicles accessing or egressing The Holford Arms.
- 2.17 The available collision data, therefore, does not identify any existing highway safety concerns associated with the operation of the site.

3 PLANNING HISTORY AND EXISTING OPERATION

Planning History

- 3.1 The Holford Arms is an established public house located within Knockdown, Wiltshire. Over time, the site has evolved from a traditional rural public house into a diversified hospitality, tourism and events destination incorporating guest accommodation, camping facilities, function space and ancillary tourism uses.
- 3.2 In recent years, a number of planning permissions have been granted, which have expanded and diversified the site's operation. These permissions have included guest accommodation, camping facilities, camping shacks, bell tents, a reception building, function facilities and associated infrastructure.
- 3.3 Of particular relevance is planning permission 18/01877/FUL, which granted permission for the use of land for camping and touring caravans, the erection of a reception building, the stationing of camping shacks and bell tents, the erection of a function building and associated works.
- 3.4 Planning permission 18/01877/FUL also approved associated parking provision in support of the wider tourism, accommodation and function uses operating from the site.
- 3.5 The approved development recognised the site's role as an established hospitality and tourism destination and facilitated the continued diversification of the business in response to changing market demands.

Existing Operation

- 3.6 The site currently operates as a mixed hospitality, tourism and events venue comprising:
 - Public house and restaurant;
 - Guest accommodation;
 - Camping facilities;

- Bell tents;
 - Chalets;
 - Function barn; and
 - Associated outdoor hospitality and event space.
- 3.7 The applicant advises that the site currently employs 16 members of staff, two of whom reside on-site. A maximum of seven staff members are typically present at any one time.
- 3.8 Existing guest accommodation comprises 11 guest rooms/chalets. In addition, the site accommodates camping pitches, bell tents and associated tourism facilities.
- 3.9 The public house currently provides approximately 30 internal covers together with external seating areas.
- 3.10 The function barn is used for weddings, private events and other activities and is capable of accommodating up to 160 guests.
- 3.11 Parking associated with the operation is provided within a front forecourt parking area and a larger rear parking area accessed from Knockdown Road. Dedicated parking is also provided in association with the chalet accommodation. Collectively, the site benefits from substantial parking provision distributed across the wider site.
- 3.12 In total, the site benefits from approximately 60 parking spaces distributed across the wider site.
- 3.13 The existing operation therefore already comprises a substantial hospitality, tourism and events venue serving a wide range of customers and visitors.

4 PROPOSED DEVELOPMENT

Development Proposals

- 4.1 Planning application PL/2026/02097 seeks permission for alterations and extensions to the existing hospitality and tourism operation at The Holford Arms.
- 4.2 The proposals include the conversion of the existing stable building to provide spa facilities together with associated external works, alterations to the function barn and changes to the external layout of the site.
- 4.3 The proposed spa facilities are intended primarily for guests staying at The Holford Arms, with available booking slots also being offered to members of the public.
- 4.4 The applicant advises that the spa would accommodate a maximum of 12 guests at any one time. The facility would operate on a booking basis, with two-hour time slots available between 08:00 and 20:00.
- 4.5 The proposed spa would require one additional member of staff, increasing the total number of employees from 16 to 17.
- 4.6 No increase in guest accommodation is proposed. The site would continue to provide 11 guest rooms/chalets together with the existing camping and tourism accommodation.
- 4.7 The function barn would remain available for a variety of activities, including weddings, private functions, yoga, pilates and other events. The applicant advises that the proposals are not intended to increase the existing event capacity and may reduce the site's ability to accommodate larger wedding functions compared to the existing operation.
- 4.8 The proposals include alterations to the external hospitality areas. The applicant advises that the existing public house currently provides approximately 30

- internal covers together with external seating areas. The proposals would provide an additional 20 external covers within the garden area.
- 4.9 Existing parking arrangements will be retained and continue to serve the wider operation.
- 4.10 The proposed development therefore represents a further diversification of the existing hospitality and tourism operation rather than the creation of a new standalone leisure destination.

5 COMPARATIVE OPERATIONAL ASSESSMENT

Introduction

- 5.1 GCC has raised concerns regarding the potential impact of the proposed development on the local highway network.
- 5.2 In order to understand the likely transport implications of the proposals, it is important to consider the existing operation of the site and compare this with the proposed operation.
- 5.3 The Holford Arms is not a traditional rural public house. The site already operates as a diversified hospitality, tourism and events venue comprising a public house, restaurant, guest accommodation, camping facilities, chalets, function facilities and associated tourism uses.

Existing and Proposed Operation

- 5.4 **Table 5.1** compares the key operational characteristics of the existing and proposed development.

Table 5.1: Existing and Proposed Site Operation

Element	Existing Operation	Proposed Operation
Employees	16 (2 residing on site)	17 (2 residing on site)
Maximum Staff on Duty	7	8
Guest Rooms / Chalets	11	11
Camping Facilities	31 Pitches	31 Pitches
Bell Tents	4 Tents	4 Tents
Internal Pub Covers	30	30
External Seating Areas	50 Covers	46 Covers
Function Barn	272sqm	372sqm

Element	Existing Operation	Proposed Operation
Function Capacity	Up to 160 guests	Up to 160 guests
Spa Facilities	None	Maximum 12 guests

Staff Numbers

- 5.5 The applicant advises that the proposed spa facilities would require only one additional employee.
- 5.6 The proposals would therefore increase total staffing levels from 16 to 17 employees. At any one time, the number of staff present on site would increase from a maximum of seven to eight employees.
- 5.7 The staffing increase associated with the proposals is therefore minimal.

Accommodation and Tourism Uses

- 5.8 No increase in guest accommodation is proposed.
- 5.9 The site would continue to provide 11 guest rooms/chalets together with the existing camping and tourism accommodation.
- 5.10 The proposals would not materially alter the accommodation capacity of the site.

Function and Event Capacity

- 5.11 The site currently accommodates weddings, private events and functions within the existing function barn.
- 5.12 The applicant advises that the function barn is capable of accommodating up to 160 guests.
- 5.13 Whilst the proposals include alterations to the function facilities, no increase in event capacity is proposed.

- 5.14 Indeed, the applicant advises that the removal of the existing covered beer garden/ceremony area may reduce the site's ability to accommodate larger wedding events compared to the existing operation.

Spa Facilities

- 5.15 The principal operational change proposed is the introduction of spa facilities.
- 5.16 The spa would operate on a booking basis and would accommodate a maximum of 12 guests at any one time.
- 5.17 The spa is intended primarily for guests staying at The Holford Arms, with any remaining capacity being available to members of the public.
- 5.18 The scale of the proposed spa operation is therefore modest when considered in the context of the site's existing hospitality and tourism activities.
- 5.19 What is more, the applicant has confirmed that the proposed spa facilities would not operate concurrently with large-scale wedding or function events at the site. Accordingly, the maximum spa occupancy of 12 guests would not be additional to the site's existing ability to accommodate events of up to 160 guests. In practice, the proposed spa use would serve as an alternative activity for guests rather than increasing the overall intensity of use of the site.

Need for a TRICS Assessment

- 5.20 GCC has requested a TRICS assessment to quantify the likely trip generation associated with the proposals.
- 5.21 The Holford Arms does not operate as a conventional single land use. The site already comprises a mixed hospitality, tourism and events destination incorporating a public house, restaurant, guest accommodation, camping facilities, bell tents, chalets, function facilities and associated tourism uses.
- 5.22 The proposed spa facilities form part of this wider operation and are intended primarily to serve existing guests already staying at, or visiting, the site. The

- proposals do not increase the number of guest rooms, camping facilities, bell tents or event capacity available at the site.
- 5.23 Given the highly mixed-use nature of the existing operation, together with the absence of any increase in accommodation or event capacity, it is considered difficult to identify a suitable standalone TRICS land use that would reliably represent either the existing operation or the proposed development.
- 5.24 In these circumstances, a comparative assessment of the existing and proposed operation is considered to provide a more robust and representative assessment of likely transport effects than a standalone TRICS exercise.
- 5.25 As demonstrated above, the proposals comprise only a modest enhancement to the existing operation and are not expected to result in a material increase in travel demand.

Summary

- 5.26 The proposed development would result in a limited increase in staffing and introduce a small-scale spa facility accommodating a maximum of 12 guests at any one time.
- 5.27 No increase in guest accommodation is proposed, and the applicant advises that event capacity would not increase compared to the existing operation.
- 5.28 When considered against the site's existing ability to accommodate up to 160 guests at functions, together with guest accommodation, camping facilities and associated tourism uses, the proposals do not represent a significant intensification of the site's established operation.
- 5.29 As the proposed spa use and existing permitted event use will not operate at the same time, there will be no increase in maximum traffic generation, parking demand or highway impact.
- 5.30 The proposals are therefore expected to result in only a modest change in travel demand when compared to the existing lawful and established use of the site.

6 PARKING PROVISION AND HIGHWAY AUTHORITY COMMENTS

introduction

- 6.1 GCC has raised concerns regarding the adequacy of the proposed parking provision and the potential for overspill parking to occur on the A433:
- 6.2 This section reviews the existing and proposed parking arrangements and considers the concerns raised by the Highway Authority.

Existing Parking Provision

- 6.3 Parking associated with The Holford Arms is currently provided across a number of areas within the site.
- 6.4 A frontage parking area is located adjacent to the public house and is accessed directly from the A433. The frontage area comprises an established gravel forecourt which has operated in association with the public house for many years. The proposed Front Entrance Plan, included in **Appendix B**, indicates that approximately 16 vehicles can be accommodated in the forecourt parking area.
- 6.5 Additional parking is available within a larger rear parking area accessed from Knockdown Road. The applicant has confirmed that this parking area remains operational, remains under the applicant's ownership and control, and is available for use by pub customers, accommodation guests and function attendees.
- 6.6 Dedicated parking spaces are also provided in association with the chalet accommodation.

Planning Permission 18/01877/FUL

- 6.7 Planning permission 18/01877/FUL approved camping facilities, visitor accommodation, a function building and associated infrastructure in support of the wider hospitality and tourism operation.

- 6.8 The approved drawings associated with planning permission 18/01877/FUL included a parking layout providing:
- 36 visitor parking spaces;
 - 3 staff parking spaces; and
 - 5 chalet spaces.
- 6.9 The approved parking layout is included in **Appendix C**.
- 6.10 The approved parking provision formed part of the wider tourism and hospitality operation and demonstrates that substantial parking provision has previously been accepted in support of the site's accommodation, camping, and event uses.
- 6.11 Based on the approved rear parking layout and the proposed forecourt arrangement, the site benefits from approximately 60 parking spaces distributed across the wider site.

Existing and Proposed Parking Demand

- 6.12 The Holford Arms currently operates as a diversified hospitality, tourism and events venue comprising a public house, restaurant, guest accommodation, camping facilities, bell tents, chalets, function facilities and associated tourism uses.
- 6.13 The applicant advises that the function facilities can accommodate up to 160 guests.
- 6.14 The proposed development would introduce spa facilities accommodating a maximum of 12 guests at any one time and would require one additional member of staff.
- 6.15 No increase in guest accommodation is proposed, and the applicant advises that the proposals would not increase the existing event capacity of the site.
- 6.16 The proposed development therefore represents a relatively modest change when considered in the context of the site's existing hospitality, tourism and event operations.

- 6.17 As demonstrated in Section 5, a fully occupied spa, fully occupied accommodation and a fully occupied restaurant would equate to approximately 84 guests on site at any one time. This remains substantially lower than the site's existing function capacity of up to 160 guests.
- 6.18 The applicant has confirmed that the proposed spa facilities would not operate concurrently with large-scale wedding or function events at the site. Accordingly, the maximum 12-person spa occupancy would not be additional to the site's existing ability to accommodate events of up to 160 guests. In practice, the proposed spa use would serve as an alternative activity for guests rather than increasing the overall intensity of use of the site.
- 6.19 The proposal is therefore not expected to generate any increase in parking demand when compared to the lawful and established operation of the site.

Parking Accumulation Assessment

- 6.20 GCC has requested a parking accumulation assessment.
- 6.21 The site already benefits from substantial parking provision distributed across the front forecourt, rear parking area and chalet accommodation areas. In total, approximately 60 parking spaces are available across the wider site.
- 6.22 As demonstrated in Section 5, the proposed development would introduce a small-scale spa facility with a maximum capacity of 12 guests and one additional employee. No increase in guest accommodation is proposed, and the applicant advises that the proposals would not increase the site's existing event capacity.
- 6.23 The proposed spa facilities are intended primarily to serve existing guests already staying at, or visiting, The Holford Arms. Consequently, a significant proportion of spa users are expected to already be present on site as part of the existing operation.
- 6.24 In the absence of any increase in accommodation provision or event capacity, and given the modest scale of the proposed spa facilities, the proposals are not expected to result in a material increase in parking demand compared to the lawful operation of the site.

- 6.25 A formal parking accumulation assessment is therefore not considered necessary or proportionate to the scale of the proposals.

Overspill Parking

- 6.26 GCC has expressed concern regarding the potential for vehicles to park on the A433.
- 6.27 The site already operates as an established hospitality, tourism and events venue and benefits from approximately 60 parking spaces distributed between the forecourt parking area, rear parking area and chalet parking spaces.
- 6.28 The rear parking area remains operational and available for use by pub customers, accommodation guests and function attendees.
- 6.29 No evidence has been identified to demonstrate that the existing operation gives rise to a parking problem on the A433.
- 6.30 Given the scale of existing operations at the site, together with the confirmation that spa use and 160-person event use would not occur at the same time, the proposals would not increase the site's maximum parking demand compared to the existing permitted operation. Accordingly, there is no reason to conclude that the development would result in overspill parking or parking-related impacts on the local highway network.

Summary

- 6.31 The site benefits from substantial existing parking provision distributed across the wider site.
- 6.32 The approved rear parking layout associated with planning permission 18/01877/FUL demonstrates that significant parking provision has previously been accepted in support of the site's tourism, accommodation, and event uses.
- 6.33 The proposed development would introduce a small-scale spa facility and one additional member of staff, but would not increase guest accommodation or event capacity.

- 6.34 The proposed spa facility will not operate concurrently with events involving up to 160 guests.
- 6.35 The proposal is therefore not expected to result in an increase in parking demand, and there is no evidence that it would give rise to unacceptable overspill parking on the A433.

7 HIGHWAY SAFETY REVIEW

Personal Injury Collision Review

- 7.1 As noted in Section 2, a review of www.crashmap.co.uk has been undertaken to identify any personal injury collision patterns or highway safety concerns in the vicinity of the site.
- 7.2 Whilst a small number of collisions have been recorded within the wider Knockdown area during the most recent five-year period available, no collisions were identified at, or in the vicinity of, either of the site access points.
- 7.3 The available collision data, therefore, does not identify any existing highway safety concerns associated with vehicles accessing or egressing the site.

Access Arrangements

- 7.4 The site benefits from two established vehicular access points.
- 7.5 The frontage access is taken directly from the A433 and serves the front parking area and public house. The access comprises a wide vehicle crossover arrangement extending approximately 30m across the site frontage and has operated in association with the site for many years.
- 7.6 A secondary access is provided from Knockdown Road and serves the rear parking area and wider tourism facilities.
- 7.7 Both accesses currently serve the existing hospitality, accommodation, tourism and event uses operating from the site.
- 7.8 Based on GCC's comments, the frontage treatment has been amended such that the proposed cobble threshold feature is located to the rear of the existing vehicle crossover, wholly within private land. The tar-and-chip surfacing treatment is similarly confined to the forecourt area in front of the pub and does not extend into the public highway. The revised layout is shown in **Appendix B**.
- 7.9 Consequently, no alterations are proposed within the adopted highway, and the development does not require any works to be undertaken within land subject to highway rights.

Vehicle Manoeuvring

- 7.10 GCC has raised concerns regarding vehicle manoeuvring within the frontage parking area and the potential for vehicles to reverse towards the A433.
- 7.11 The frontage parking area forms part of an established forecourt arrangement which has operated in association with the public house for many years. The site also benefits from a secondary access and a substantial rear parking area accessed from Knockdown Road.
- 7.12 Furthermore, no recorded personal injury collisions have been identified in the vicinity of the site access that would indicate an existing highway safety concern associated with the current operation of the forecourt area. In the absence of any collision pattern, proposed changes to the access arrangements, or evidence of existing operational issues, there is no reason to conclude that the proposed development would result in an unacceptable impact on highway safety.
- 7.13 The applicant has confirmed that substantial additional parking is available within the rear parking area accessed from Knockdown Road. Consequently, the operation of the site is not dependent upon a small number of parking spaces within the frontage area.
- 7.14 Furthermore, no recorded personal injury collisions have been identified in the vicinity of the site access that would indicate an existing highway safety concern associated with the current operation of the forecourt area. In the absence of any proposed changes to the access geometry, any identifiable collision pattern, or evidence of existing operational issues, there is no reason to conclude that the proposed development would result in an unacceptable impact on highway safety.

Bus Stop Infrastructure

- 7.15 Existing bus stops are present on the A433 in the vicinity of the site. However, the available public transport provision is limited and reflects the site's rural location.

- 7.16 The Stagecoach 620 service provides a limited number of daily services, and private car travel remains the principal means of access for both existing and proposed users of the site.
- 7.17 The proposed development would introduce one additional employee and a spa facility accommodating a maximum of 12 guests at any one time. In the context of the site's existing hospitality, tourism, and events operations, the proposals do not materially alter the site's accessibility characteristics.
- 7.18 Consequently, there is no clear evidence that the proposed development would generate a demand for bus stop improvements beyond that associated with the existing operation of the site.

Summary

- 7.19 The collision record does not identify any existing highway safety concerns associated with the operation of the site.
- 7.20 The site benefits from established access arrangements which currently serve a substantial hospitality, tourism and events operation.
- 7.21 The proposed development would not materially alter the operation of the access arrangements nor give rise to any identifiable highway safety concerns.
- 7.22 The proposed development is therefore not expected to result in an unacceptable impact on highway safety.

8 SUMMARY AND CONCLUSIONS

8.1 In summary, this report has demonstrated the following:

- The Holford Arms is an established hospitality, tourism and events venue located within Knockdown, Wiltshire.
- The site is accessed from both the A433 and Knockdown Road and benefits from established access arrangements which have served the site for many years.
- The site currently operates as a diversified hospitality and tourism destination comprising a public house, restaurant, guest accommodation, camping facilities, bell tents, chalets and a function barn that can hold events with up to 160 guests.
- Planning permission 18/01877/FUL approved camping facilities, visitor accommodation, a function building and associated parking provision in support of the wider tourism and hospitality operation.
- Existing bus stops are located on the A433 in the vicinity of the site, although service frequencies are limited and reflective of the site's rural location.
- A review of available collision data has not identified any recorded personal injury collisions at, or in the vicinity of, either of the site access points.
- The proposed development comprises the provision of spa facilities together with associated alterations and extensions to the existing hospitality and tourism operation.
- The proposed spa facility would accommodate a maximum of 12 guests at any one time and require only one additional member of staff.
- No increase in guest accommodation is proposed.

- The applicant advises that the proposals would not increase the existing 160-person event capacity of the site.
 - The client has confirmed that the proposed spa use and major functions/events will not occur at the same time.
 - The site benefits from substantial existing parking provision distributed between the frontage parking area, rear parking area and chalet parking.
 - The applicant advises that approximately 60 parking spaces are currently available across the site and that the rear parking area remains operational and available for use by customers, guests and event attendees.
 - When considered in the context of the site's existing hospitality, tourism and events operation, the proposed development represents a modest change to the established use of the site.
 - As the proposed spa use and existing permitted event use will not operate at the same time, there will be no increase in maximum traffic generation, parking demand or highway impact.
 - The proposed development would not result in an unacceptable impact on highway safety or a severe residual cumulative impact on the operation of the local highway network.
- 8.2 Accordingly, the proposals do not represent a significant intensification of the lawful operation of the site and are not expected to result in a material impact on the operation or safety of the local highway network.
- 8.3 To conclude, the site is suitable for a leisure and tourism development, and there are no highways or transportation reasons why the site should not be developed as proposed.

APPENDICES

APPENDIX A

Bus Timetable

Timetable valid from **1st September 2024**

Monday to Friday (excluding Public Holidays)

			Sch	Hol		Hol	Sch								
Stroud Merrywalks [K]	Dep	-	0605	0805	0805	1005	1105	1405	1405	1625	1735	-	-	-	-
Rodborough Common Bear Inn	-		0814	0814								-	-	-	-
Stroud Lloyd's Bank	-	0607			1007	1107	1407	1407	1627	1737	-	-	-	-	-
Bowbridge Garage	-	0612			1012	1112	1412	1412	1632	1742	-	-	-	-	-
Minchinhampton Ricardo Road	-	0621	0820	0820		1121	1421	1421		1751	-	-	-	-	-
Minchinhampton Market Square	-	0624	0823	0823	1025	1124	1424	1424	1645	1754	-	-	-	-	-
Box Halfway House Inn	-				1029				1649		-	-	-	-	-
Nailsworth Bus Station	-				1034				1654		-	-	-	-	-
Avening Memorial Hall	-				1044				-		-	-	-	-	-
Hampton Fields Gatcombe Corner	-	0630	0829	0829		1130	1430	1430	-	1800	-	-	-	-	-
Avening Mays Lane	-	0633	0832	0832		1133	1433	1433	-	1803	-	-	-	-	-
Tetbury Sir William Romney's	-		0840						-		-	-	-	-	-
Tetbury Highfields	-	0643		0843	1055	1143	1443	1443	-	1813	-	-	-	-	-
Tetbury Bank	-				1102				-		-	-	-	-	-
Tetbury The Ormond at Tetbury	-	0650	0850	0850	-	1150	1450	1450	-	1820	-	-	-	-	-
Westonbirt Arboretum	-	0656	0856	0856	-	1156	1456	1456	-	-	-	-	-	-	-
Didmarton King's Arms	-	0701	0901	0901	-	1201	1501	1501	-	-	-	-	-	-	-
Old Sodbury The Cross Hands Arr	-	0713	0913	0913	-	1213	1513	1513	-	-	-	-	-	-	-
		↓	↓	↓		↓	↓	↓							
Old Sodbury The Cross Hands Dep	0615	0715	0915	0915	-	1215	1515	1515	-	-	-	-	-	-	-
Chipping Sodbury The Clock	0623	0723	0923	0923	-	1223	1523	1523	-	-	-	-	-	-	-
Chipping Sodbury School					-			1527	-	-	-	-	-	-	-
Yate Shopping Centre [A] Arr	0626	0726	0926	0926	-	1226	1526	1531	-	-	-	-	-	-	-
Yate Shopping Centre [A] Dep	0630	0730	0930	0930	-	1230	1530	1535	-	-	-	-	-	-	-
Chipping Sodbury Goldcrest Road	0633	0733	0933	0933	-	1233	1533		-	-	-	-	-	-	-
Yate Sunningdale					-			1538	-	-	-	-	-	-	-
Westerleigh War Memorial	0640	0740	0940	0940	-	1240	1540	1543	-	-	-	-	-	-	-
Westerleigh Broad Lane					-			1544	-	-	-	-	-	-	-
Pucklechurch Village Hall	0647	0747	0947	0947	-	1247	1547	1552	-	-	-	-	-	-	-
Wick The Rose and Crown	0657	0759	0959	0959	-	1259	1559	1604	-	-	-	-	-	-	-
Lansdown Blathwayt Arms	0707	0807	1007	1007	-	1307	1607	1612	-	-	-	-	-	-	-
Bath Bus Station Arr	0722	0827	1022	1022	-	1322	1622	1627	-	-	-	-	-	-	-

Notes

- Sch** Runs on Schooldays only.
- Hol** Runs during School Holidays only.
- ↓ Guaranteed connection. Through passengers do not need to change bus.

Timetable valid from **1st September 2024**

Monday to Friday (excluding Public Holidays)

		Sch	Hol		Hol	Sch								
Bath Bus Station [3] Dep	-	0730	0735	-	1035	1335	1335	-	1645	1745	-	-	-	-
Lansdown Blathwayt Arms	-	0745	0750	-	1050	1350	1350	-	1700	1800	-	-	-	-
Wick The Rose and Crown	-	0752	0757	-	1057	1357	1357	-	1707	1807	-	-	-	-
Pucklechurch The Fleur De Lys	-	0804	0809	-	1109	1409	1409	-	1719	1819	-	-	-	-
Westerleigh Broad Lane	-	0811		-				-			-	-	-	-
Westerleigh War Memorial	-	0812	0815	-	1115	1415	1415	-	1725	1825	-	-	-	-
Chipping Sodbury Goldcrest Road	-		0821	-	1121	1421	1421	-	1731	1831	-	-	-	-
Yate Sunningdale	-	0818		-				-			-	-	-	-
Yate Shopping Centre [B] Arr	-	0821	0826	-	1126	1426	1426	-	1736	1836	-	-	-	-
Yate Shopping Centre [B] Dep	-	0825	0830	-	1130	1430	1430	-	1740	1840	-	-	-	-
Chipping Sodbury School	-	0830		-				-			-	-	-	-
Chipping Sodbury The Clock	-	0835	0835	-	1135	1435	1435	-	1745	1845	-	-	-	-
Old Sodbury The Cross Hands Arr	-	0842	0842	-	1142	1442	1442	-	1752	1852	-	-	-	-
		↓	↓		↓	↓	↓		↓	↓				
Old Sodbury The Cross Hands Dep	-	0845	0845	-	1145	1445	1445	-	1755	1855	-	-	-	-
Didmorton King's Arms	-	0856	0856	-	1156	1456	1456	-	1806	1906	-	-	-	-
Westonbirt Arboretum	-	0901	0901	-	1201	1501	1501	-	1811	1911	-	-	-	-
Tetbury Bank	0708	0908	0908	1108	1208	1508	1508	-	1818	1918	-	-	-	-
Tetbury Highfields	0713	0913	0913	1113	1213	1513	1513	-	1823	1923	-	-	-	-
Tetbury Sir William Romney's Sch						1540	-			-	-	-	-	-
Avening Mays Lane	0725	0925	0925	1125		1525	1550	-	1835	1935	-	-	-	-
Hampton Fields Gatcombe Corner	0728	0928	0928	1128		1528	1553	-	1838	1938	-	-	-	-
Minchinhampton Market Square	0736	0936	0936	1136		1536	1601	-	1846	1946	-	-	-	-
Avening The Bell					1225		-			-	-	-	-	-
Nailsworth Bus Station					1236		1656			-	-	-	-	-
Box Halfway House Inn					1241		1701			-	-	-	-	-
Minchinhampton Market Square					1246		1706			-	-	-	-	-
Minchinhampton Ricardo Road	0737	0937	0939	1137		1539	1604		1847	1947	-	-	-	-
Rodborough Common Bear Inn						1544	1609			-	-	-	-	-
Bowbridge Thrupp Lane	0747	0947	0947	1147	1257			1717	1857	1957	-	-	-	-
Stroud Russell Street	0752	0952	0952	1152	1302			1722	1902	2002	-	-	-	-
Stroud Merrywalks Arr	0754	0954	0954	1154	1304	1554	1619	1724	1904	2004	-	-	-	-

Notes

- Sch** Runs on Schooldays only.
- Hol** Runs during School Holidays only.
- ↓ Guaranteed connection. Through passengers do not need to change bus.

Timetable valid from **1st September 2024**

Saturday (excluding Public Holidays)

Stroud Merrywalks [K] Dep	-	0805	1005	1105	1405	1625	1735	-	-	-	-	-	-	-	-
Rodborough Common Bear Inn	-	0814						-	-	-	-	-	-	-	-
Stroud Lloyd's Bank	-		1007	1107	1407	1627	1737	-	-	-	-	-	-	-	-
Bowbridge Garage	-		1012	1112	1412	1632	1742	-	-	-	-	-	-	-	-
Minchinhampton Ricardo Road	-	0820		1121	1421		1751	-	-	-	-	-	-	-	-
Minchinhampton Market Square	-	0823	1025	1124	1424	1645	1754	-	-	-	-	-	-	-	-
Box Halfway House Inn	-		1029			1649		-	-	-	-	-	-	-	-
Nailsworth Bus Station	-		1034			1654		-	-	-	-	-	-	-	-
Avening Memorial Hall	-		1044			-		-	-	-	-	-	-	-	-
Hampton Fields Gatcombe Corner	-	0829		1130	1430	-	1800	-	-	-	-	-	-	-	-
Avening Mays Lane	-	0832		1133	1433	-	1803	-	-	-	-	-	-	-	-
Tetbury Sir William Romney's	-					-		-	-	-	-	-	-	-	-
Tetbury Highfields	-	0843	1055	1143	1443	-	1813	-	-	-	-	-	-	-	-
Tetbury Bank	-		1102			-		-	-	-	-	-	-	-	-
Tetbury The Ormond at Tetbury	-	0850	-	1150	1450	-	1820	-	-	-	-	-	-	-	-
Westonbirt Arboretum	-	0856	-	1156	1456	-	-	-	-	-	-	-	-	-	-
Didmarton King's Arms	-	0901	-	1201	1501	-	-	-	-	-	-	-	-	-	-
Old Sodbury The Cross Hands Arr	-	0913	-	1213	1513	-	-	-	-	-	-	-	-	-	-
		↓		↓	↓										
Old Sodbury The Cross Hands Dep	0715	0915	-	1215	1515	-	-	-	-	-	-	-	-	-	-
Chipping Sodbury The Clock	0723	0923	-	1223	1523	-	-	-	-	-	-	-	-	-	-
Chipping Sodbury School			-			-	-	-	-	-	-	-	-	-	-
Yate Shopping Centre [A] Arr	0726	0926	-	1226	1526	-	-	-	-	-	-	-	-	-	-
Yate Shopping Centre [A] Dep	0730	0930	-	1230	1530	-	-	-	-	-	-	-	-	-	-
Chipping Sodbury Goldcrest Road	0733	0933	-	1233	1533	-	-	-	-	-	-	-	-	-	-
Yate Sunningdale			-			-	-	-	-	-	-	-	-	-	-
Westerleigh War Memorial	0740	0940	-	1240	1540	-	-	-	-	-	-	-	-	-	-
Westerleigh Broad Lane			-			-	-	-	-	-	-	-	-	-	-
Pucklechurch Village Hall	0747	0947	-	1247	1547	-	-	-	-	-	-	-	-	-	-
Wick The Rose and Crown	0759	0959	-	1259	1559	-	-	-	-	-	-	-	-	-	-
Lansdown Blathwayt Arms	0807	1007	-	1307	1607	-	-	-	-	-	-	-	-	-	-
Bath Bus Station Arr	0827	1022	-	1322	1622	-	-	-	-	-	-	-	-	-	-

Notes

↓ Guaranteed connection. Through passengers do not need to change bus.

Timetable valid from **1st September 2024**

Saturday (excluding Public Holidays)

Bath Bus Station [3] Dep	-	-	-	1035	1335	-	1645	1745	-	-	-	-	-	-	-
Lansdown Blathwayt Arms	-	-	-	1050	1350	-	1700	1800	-	-	-	-	-	-	-
Wick The Rose and Crown	-	-	-	1057	1357	-	1707	1807	-	-	-	-	-	-	-
Pucklechurch The Fleur De Lys	-	-	-	1109	1409	-	1719	1819	-	-	-	-	-	-	-
Westerleigh Broad Lane	-	-	-			-			-	-	-	-	-	-	-
Westerleigh War Memorial	-	-	-	1115	1415	-	1725	1825	-	-	-	-	-	-	-
Chipping Sodbury Goldcrest Road	-	-	-	1121	1421	-	1731	1831	-	-	-	-	-	-	-
Yate Sunningdale	-	-	-			-			-	-	-	-	-	-	-
Yate Shopping Centre [B] Arr	-	-	-	1126	1426	-	1736	1836	-	-	-	-	-	-	-
Yate Shopping Centre [B] Dep	-	-	-	1130	1430	-	1740	1840	-	-	-	-	-	-	-
Chipping Sodbury School	-	-	-			-			-	-	-	-	-	-	-
Chipping Sodbury The Clock	-	-	-	1135	1435	-	1745	1845	-	-	-	-	-	-	-
Old Sodbury The Cross Hands Arr	-	-	-	1142	1442	-	1752	1852	-	-	-	-	-	-	-
				↓	↓		↓	↓							
Old Sodbury The Cross Hands Dep	-	-	-	1145	1445	-	1755	1855	-	-	-	-	-	-	-
Didmorton King's Arms	-	-	-	1156	1456	-	1806	1906	-	-	-	-	-	-	-
Westonbirt Arboretum	-	-	-	1201	1501	-	1811	1911	-	-	-	-	-	-	-
Tetbury Bank	0708	0908	1108	1208	1508	-	1818	1918	-	-	-	-	-	-	-
Tetbury Highfields	0713	0913	1113	1213	1513	-	1823	1923	-	-	-	-	-	-	-
Tetbury Sir William Romney's Sch						-			-	-	-	-	-	-	-
Avening Mays Lane	0725	0925	1125		1525	-	1835	1935	-	-	-	-	-	-	-
Hampton Fields Gatcombe Corner	0728	0928	1128		1528	-	1838	1938	-	-	-	-	-	-	-
Minchinhampton Market Square	0736	0936	1136		1536	-	1846	1946	-	-	-	-	-	-	-
Avening The Bell				1225		-			-	-	-	-	-	-	-
Nailsworth Bus Station				1236		1656			-	-	-	-	-	-	-
Box Halfway House Inn				1241		1701			-	-	-	-	-	-	-
Minchinhampton Market Square				1246		1706			-	-	-	-	-	-	-
Minchinhampton Ricardo Road	0739	0939	1139		1539		1849	1949	-	-	-	-	-	-	-
Rodborough Common Bear Inn					1544				-	-	-	-	-	-	-
Bowbridge Thrupp Lane	0747	0947	1147	1257		1717	1857	1957	-	-	-	-	-	-	-
Stroud Russell Street	0752	0952	1152	1302		1722	1902	2002	-	-	-	-	-	-	-
Stroud Merrywalks Arr	0754	0954	1154	1304	1554	1724	1904	2004	-	-	-	-	-	-	-

Notes

↓ Guaranteed connection. Through passengers do not need to change bus.

APPENDIX B

Proposed Front Forecourt Parking

MALUS EVERESTE PLEACHED TREES
(16-18CM GIRTH)
UNDERPLANTED WITH EVERGREEN
NATIVE HEDGE (HEIGHT 120CM)



BORDERS PLANTED WITH PERENNIALS
& ORNAMENTAL GRASSES



10MM COTSWOLD PEA GRAVEL

3 FREESTANDING TIMBER PLANTERS
(PAINTED SAGE GREEN) 76 X 76 X 80CM
PLANTED WITH STANDARD TREES (12-14CM GIRTH)



PLANTING TO FRAME SPA,
WITH CLIMBING ROSES/ ESPALIER TREES/
TOPIARY

RENOVATED FENCE 180CM PAINTED
SAGE GREEN,
PLEACHED HORNBEAM TREES
(16-18CM GIRTH)
UNDERPLANTED WITH EVERGREEN
HEDGING



TIMBER GATE TO PUB GARDEN
FLANKED BY STONE WALL OR HEDGE

PERMEABLE CLAY PAVER PATH (LAID
STRETCHER BOND PATTERN) LEADING
TO FRONT DOOR AND GARDEN

ESTATE STYLE FENCING AND DOUBLE
GATE TO FRAME ENTRANCE

EXISTING ENTRANCE TO CAR PARK LAID WITH
TAR & CHIP & 3 ROWS OF COBBLES ACTING AS A
THRESHOLD BETWEEN THE ROAD AND THE DRIVE



Car Park/Entrance 101.3
Scale: 1:100



101.3 3
Scale: 1:100

TIMBER SIGN

GRASS VERGE OF WILDFLOWER GRASS

GRASS VERGE OF WILDFLOWER GRASS
1 NATIVE TREE 16-18CM GIRTH

EV CHARGING POINTS
EXISTING HEDGE, RENNOVATED



KEY

GRAVEL

PAVING

CLAY PAVERS

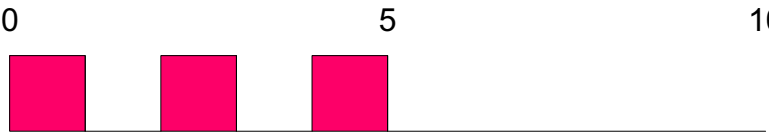
PROPOSED TREE

EXISTING TREE

PLANTING

HEDGING

LAWN



LANDSCAPE AND GARDEN DESIGN SARAH HENDERSON 07879 898 614 sarah@sarahhenderson.co.uk www.sarahhenderson.co.uk	CLIENT: Tetbury Lesiure	DRAWING TITLE: Holford Arms - Front Entrance
	ADDRESS: Holford Arms Knockdown Tetbury Gloucestershire GL8 8QY	SCALE: 1:100 @ A2
	DATE: 15.06.26	DRAWING REF: 101.3

APPENDIX C

Existing Rear Car Park Arrangement



LEGEND

PARKING SPACE

STAFF PARKING

All parking spaces to be 2.4m x 5.0m min

LDPC

Land, Development & Planning Consultants Ltd

01249 782496

www.LDPC.co

planning@LDPC.co

Unit 4A,
Pickwick Park
Park Lane, Corsham,
SN13 0HN

All dimensions to be checked on site. Drawing for planning puposes only - Not for construction. Reproduction of this drawing is prohibited without the consent in writing of Land Development & Planning Consultants Ltd. Site plans are reproduced from the Ordnace Survey sheets with the permission of The Controller of HM Stationery Office. Crown Copyright Reserved. Licence Number AL546755.

TRACKED CHANGES:

A- 23.04.18

-Amend site layout following comment from LPA

TITLE:

Parking Detail

JOB ADDRESS:

The Holford Arms,
Knockdown,
Tetbury

DATE:

April, 2018

SCALE:

1:1000@A3

PROJECT NUMBER:

LDC.2106_

DRAWING NUMBER:

11A