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Our Ref: BR/6096

14th March 2025

Holly Drury
Hampshire County Council
The Castle
Upper High Street
Winchester
SO23 8UJ

Dear Holly

Re: Interbridges, New Brighton Road, Emsworth (LPA ref. APP/24/01010)

Bellamy Roberts has been instructed by PNH Properties to prepare a written response to the consultation comments received from the Highway Authority dated 13th February 2025.

The consultation comments are enclosed however in summary, the Highway Authority has recommended that the application be refused and state that *"the Highway Authority consider that the site access cannot achieve appropriate visibility due to constraints of the existing rail structure. The relocation of the uncontrolled crossing away from the design line is also considered to prioritise vehicular movements above those of walking and cycling."*

Within their consultation response, the Highway Authority has also commented on the following matters:

- Sustainable Access
- Personal Injury Accidents
- Site Access
- Trip Generation
- Traffic Distribution/Assignment
- Junction Assessments
- Parking Provision
- Internal Road Network
- Travel Plan

The matters raised by the Highway Authority in relation to the above matters has been provided below.

Sustainable Access

The Highway Authority acknowledge that the site is in a sustainable location and this is welcomed. A Walking, Cycling Horse riding Assessment and Review (WCHAR) has been requested and this will be submitted under separate cover.

Personal Injury Accidents

The submitted collision data covered the period 1st January 2019 to 31st December 2023 and the Highway Authority has stated that this should be updated. However, the Highway Authority has checked the collision record for the area and confirm that there have been no further collisions in the vicinity of the site and that there are no current highway safety matters that would require intervention.

Obtaining further collision data is therefore not necessary.



Director:
IT Roberts MCIHT
Associate Director:
MJ Twinberrow BEng MCIHT
Consultant:
GD Bellamy BSc CEng MICE

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Page 2: Interbridges, New Brighton Road, Emsworth

Site Access

Vehicular access to the site will be achieved via a simple priority T-junction from the eastern side of New Brighton Road.

Previous planning applications for this site have proposed a signalised access arrangement and the Highway Authority state this was to overcome the inability to achieve commensurate visibility at the site access.

Speed surveys have been undertaken, the results of which were presented in the submitted Transport Statement. The commensurate y-dimensions based on the recorded speeds are 47m to the north and 42m. These dimensions would appear to be accepted by the Highway Authority.

The Highway Authority has commented on the submitted access plan (6096/001 Rev. E) stating that visibility to the south cannot be achieved and is obstructed by the existing pedestrian guard rail.

As evidenced by the following photograph, the guard rail is not a solid object at this location and visibility can be achieved through it. The approaching car in the photograph is at the approximately extent of the visibility splay in this direction and can clearly be seen and is not obstructed by the guardrail.



Photograph 1: Visibility to the South of the Proposed Access

Nevertheless, if the visibility splay in this direction is taken to an offset of 310mm from the nearside carriageway edge, the splay will miss the guardrail.

The offset figure of 300mm is stated within HCC TG3. Whilst the proposed offset is slightly greater than the 300mm quoted, the increase is 10mm and will not materially affect the visibility splay in this direction.

Drawing 6096/001 has been amended to show this increased offset and the revised drawing is enclosed.

The requested forward visibility of 42m between a car approaching from the south and a car waiting at the access has been demonstrated on drawing 6096/005, which is enclosed.



Page 3: Interbridges, New Brighton Road, Emsworth

Regarding visibility to the north, the Highway Authority has commented that the differing light levels under the bridge deck could cause issues for more vulnerable road users such as motorcycles and pedal cycles. The first point to note is that pedal cycles will be travelling significantly below the recorded 85th percentile speeds.

Whilst it is acknowledged that lighting levels will differ under the bridge deck, it is not pitch black and is similar to the effect of a tall building blocking out the sun. Approaching vehicles will be visible to vehicles at the site access and vice versa. It is no different to any grade-separate junction where approaching vehicles pass under an overpass and is not un-safe.

The Highway Authority has requested additional swept path analysis and this has been undertaken. This has included a car passing a refuse vehicle and a car passing a delivery vehicle, both at the access and internally. The tracking has been undertaken at a speed of 10mph. This demonstrates that these vehicles can pass one another at the access and internally. The amended plans are enclosed.

It should also be noted that the railway bridge immediately to the south has a height restriction of less than 3.5m high which would restrict the size of vehicles able to access the site from this direction.

The existing crossing has sub-standard visibility to the south when crossing from the eastern to the western side of New Brighton Road. From an x-distance of 1.5m a y-dimension of 32.7m is achievable to an offset of 300mm from the edge of the carriageway. This is below the commensurate distance of 42m which can only be achieved when taking visibility to the centreline. This is presented on drawing 6096/004 and is enclosed.

Given the Highway Authority's earlier statement with regard to the visibility achievable at the proposed vehicular access, the relocation of the pedestrian access to a location where commensurate visibility can be achieved should be welcomed.

Whilst it is acknowledged that the relocation of the pedestrian crossing results in a slight diversion away from the pedestrian desire line it will allow commensurate visibility to be achieved in all directions which is a significant betterment when considering highway safety. The Highway Authority state that *"the relocation of the crossing provides no betterment to those walking and cycling"*. This statement is incorrect as there is a significant betterment to providing appropriate visibility splays.

The access arrangement has been revised and now incorporates a continuous footway/cycleway arrangement to prioritise pedestrian and cycle movements. This is shown on drawing 6096/001 rev. F

Trip Generation

The TRICS data provided at Appendix 13 of the submitted Transport Statement has not been made available to the Highway Authority via the planning portal. To assist, the TRICS data is enclosed.

Reference is made to a nearby scheme at Downley Road where the Highway Authority agreed a 'significantly higher' trip rate.

Each site should be considered on its own merits therefore the trips rates agreed at other sites should not be applied to this site on the basis that the rates are higher than those presented. Nevertheless, a review of the Downley Road scheme has been undertaken and a summary of the calculated traffic generation is as follows:

- AM Peak - 34 two-way movements
- PM Peak - 39 two-way movements

The Downley Road scheme proposes 9,424m² and trip rates were calculated based on B2 and B8 trip rates.



Page 4: Interbridges, New Brighton Road, Emsworth

The Interbridges scheme proposes approximately 3,320m² commercial and storage floor area and the calculated traffic generation (based on industrial estates and commercial warehousing) is as follows:

- AM Peak - 28 two-way movements
- PM Peak - 23 two-way movements

If a pro-rata decrease to the Downley Road traffic generation was applied to reflect the reduce floor area, the two-way trip rates during the peak hour periods would be in the region of 12-14 two-way movements.

The proposed trip rates are therefore considered robust and suitable to consider the impact of the proposal.

Traffic Distribution/Assignment

No further actions required.

Junction Assessments

No further actions required.

Parking Provision

Havant Borough Council has confirmed that the proposed car and cycle parking proposed is acceptable.

Internal Road Network

The Highway Authority's comments on the internal layout are noted, however as stated by the Authority, the proposal will not create a new street and will remain private. Therefore the internal layout is not a matter for the Highway Authority's consideration.

The requested plan showing the visibility splays at the internal crossing point has been prepared (6096/007) and is enclosed. Based on an internal design speed of 20mph, the commensurate visibility splays are 1.5m x 25m, albeit given the location of the crossing point the approach speeds are likely to be below this.

Travel Plan

The Highway Authority's comments have been reviewed and the Travel Plan has been updated accordingly. This is submitted under separate cover.

Conclusion

I trust the additional information set out in this letter will allow the Highway Authority to remove their current objection to the scheme and/or confirm whether any remaining comments or concerns are considered so important/severe as to render the proposal unacceptable, representing defensible refusal reasons in the context of paragraph 116 of the NPPF.

Yours sincerely

Matt Twinberrow BEng. MCIHT
Associate Director
(matttwinberrow@bellamyroberts.co.uk)

Enclosed:

HCC Consultation Comments (13th February 2025)
Site Access Visibility (6096/001 rev. F)
Forward Visibility (6096/005)
Swept Path Analysis (6096/201 rev. F, 202 rev. E, 204 & 205)



Existing Pedestrian Crossing Visibility (6096/004)
TRICS data
Internal Pedestrian Crossing Visibility Splays (6096/007)

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Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL

Telephone 0300 555 1375
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www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	055631
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/24/01010
<i>Date</i>	13 February 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/24/01010 At Interbridges Site, New Brighton Road, Emsworth

Proposed employment development, with associated access, parking, yards and landscaping Classes B2 (General Industry), B8 (storage & distribution) and Class Ec-g)

Thank you for your consultation on the above full planning application. The applicant has submitted a Transport Statement to support the application which has been considered by the Highway Authority. The proposals are for the construction of 14 Class E commercial units with a net floor area of 2,221.3m² along with two storage yards totally 1,098.6m².

The Highway Authority have reviewed the submitted information and wish to make the following comments.

Policy Status

The site has been subject to a previous consent which is understood to have lapsed (APP/16/00295). This consent secured via condition a signal junction access to the site due to the sightline constraints to access as a result of the two bridge structures. This also brought benefits of controlled crossing facilities across the B2148 New Brighton Road.

It is noted that the site is allocated within the adopted Havant Local Plan under site BD39 Interbridges East.

Site Location

The site is located in Emsworth on the B2148 between the A27 bridge to the north and the railway bridge to the south.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Sustainable Access

The Highway Authority note that the site is considered to be in a sustainable location given the proximity of the site to Emsworth Station and Emsworth itself. A WCHAR however should consider the suitability of the walking and cycling routes in the immediate vicinity of the site. The Havant LCWIP identified opportunities for improvement to the route on the A259 which directly benefits enabling cycling from the wider Havant area to the development site. The walking infrastructure from the bus stops identified should also be reviewed given the need to navigate the A259/North Street roundabout. Opportunities to prioritise walking from the site to the centre of Emsworth should be considered.

Personal Injury Accidents (PIA)

Accident data has been collected from Hampshire Constabulary for the period 01 January 2019 to 31 December 2023. The accident data is over a year out of date and should be updated. The Highway Authority have checked the accident history for the area and can confirm that to the 31 July 2024 there are no additional accidents on the B2148 within the vicinity of the site.

It is agreed that there is no current highway safety matters arising from the accident statistics which would require intervention as a result of the proposed development.

Site Access

An appropriate access to the site was previously consented under application APP/16/00295. Reference is made in the TS to the signal scheme being proposed due to previous consented uses for the site. However, this is not the case. The restricted visibility splays to achieve a suitable site access is what has influenced the consented junction design. The bridge structures, carriageway horizontal and vertical alignment and pedestrian guardrailling prevent appropriate visibility to access the proposed development. The use of a signalised junction means the visibility constraints can be overcome.

Notwithstanding the above position the applicant within the TS has presented a priority junction access arrangement which has been reviewed by the Highway Authority.

Speed surveys have been undertaken north and south of the bridges to ascertain speeds in the vicinity of the site. The surveys were undertaken on the 19 September 2023 and 25 September 2023. This has recorded speeds of 33mph southbound and 29.5mph northbound in dry weather. Flows on the B2148 are recorded at a 5-day average of 13,468 two way.

Reference is made to the AADT on the B2148 is 12,684 in section 5.9 of the TA however at section 5.11 a figure of 13,468 is referenced. The Highway Authority agree with the 13,468 figure from a review of the traffic survey data.

Visibility splays have been calculated based on the recorded speeds of 2.4*47m north and 2.4*42m to the south.

Drawing 6069/001 Rev E and 6069/002 Rev C have been provided for the site access. This shows the proposed bellmouth junction, relocated crossing point and visibility splays. Visibility from the site access to the south cannot be achieved and is obstructed by the existing pedestrian guard railing. Visibility here would therefore require a departure from standard which has previously been considered by the Highway Authority as unacceptable. The visibility to the south for vehicular traffic is further compounded by the vertical and horizontal alignment of the carriageway. Vehicles travelling north on the B2148 have constrained visibility of a vehicle existing the proposed access because of these alignment constraints and the railway bridge structure. No intervisibility extents have been shown on the drawing.

To the north visibility is less constrained however it is noted that the safety audit has identified differing lighting levels as an issue for the proposed pedestrian crossing. This equally applies in the highway authorities view for more vulnerable road users such as motorcycles and pedal cycles. This is suggested within the designer's response to be a matter for detailed design stage, however it frames the fundamental suitability of the site access and proposed visibility splays so should be assessed appropriately at this stage. The other audit items raised are agreed to be detailed design matters.

Swept path drawings have been provided reference 6069/201 Rev E, 6096/202 Rev D and 6096/203 for an 11.2m refuse vehicle and a large family car in accordance with our design standards as set out in TG2. This shows that due to the internal alignment the access to the site is constrained should a large vehicle enter the site and its unclear whether a car and the refuse vehicle could pass safely. Thee refuse vehicle should be shown tracked against a waiting car and intervisibility between the two vehicles should be clearly shown. Given the levels difference and heavy planting at the site access and the intended use of the site that there could be conflict between vehicles at the site access resulting in reversing movements onto the B2148 which would be unacceptable in terms of highway safety. No tracking speeds have been noted on the drawings and these should be confirmed.

Refence is made in the TS to comments in relation to the application and the tracking for a 6.5m long small tipper. However, the Highway Authority have not previously commented on this access proposal and therefore recall no discussions around this. The site access should be tracked for the expected delivery vehicle types to the sought use.

The relocation of the pedestrian crossing to the north is considered to take pedestrians away from the desire line to cross which is as close to the railway bridge as possible. The crossing is currently located in the most suitable location between the bridge structures and its relocation is not supported. In highway terms the relocation of the crossing provides no betterment to those

walking and cycling and fails to prioritise sustainable movements appropriately.

The site access itself also fails to prioritise cycle movements given that it severs an existing shared use provision. There are no details on how cyclists are managed through the proposed access arrangement nor how they rejoin the carriageway at any revised termination point. This should be clarified. The scheme currently only has a detrimental impact on those walking and cycling on the B2148 in a location next to a core transport interchange.

Trip Generation

TRICs analysis has been undertaken to identify the likely trip generation for the proposed development. This has shown a total daily two-way vehicular trip generation of 349 trips. Industrial estates have been used to generate the trip generation for the site as the applicant considers that this gives a most robust consideration of the likely uses of the site. However, the use classes applied for are much broader than an industrial estate and these trip rates would not cover all potential uses of the site sought under the E(c-g) classes requested.

Recent trip rate for industrial use for the Downley Road application were also significantly higher. The Highway Authority are unable to locate the TRICs data on the planning portal for the Interbridges application (appendix 13) and this should be shared for consideration.

A number of trip generation scenarios will be required to sensitivity test the proposed rates based on a broad industrial use against a more broader consideration of trip rates and the worst case assumptions for the use classes being sought for consent.

Traffic Distribution/Assignment

Distribution of the traffic from the site access has been based on the existing flows on the B2148 and this is agreed as appropriate. This concludes 42% trips northbound and 58% southbound in the AM peak and 56% northbound and 44% southbound in the PM peak.

Junction Assessments

Junction modelling has been undertaken of the proposed priority junction. The applicant states this is to identify whether a signalised junction is required. However as set out the need for the signalised junction is due to the constraints of the visibility splays not as a result of capacity need.

Therefore, the junction assessment work has not been reviewed in detail as it is not contested that a priority junction would not be sufficient for capacity demand.

Summary

Whilst the priority junction arrangement would not be considered acceptable due to the visibility constraints and the impact to the pedestrian and cycle

infrastructure, it cannot be assumed by the applicant that a signal-controlled junction would be suitable when considered against current vehicle flows. The Highway Authority would need to understand the operation of the signal arrangement against the current volumes of traffic and the impact on the B2148 before it would be able to comment on whether the junction form in this location is acceptable.

Parking Provision

Havant Borough Council as Parking Authority should confirm whether they agree the parking calculations for both vehicle parking and cycle parking provision. The Highway Authority request clarity is sought on the locations of the cycle parking as these are not shown on the site plan PNH-9173-HYP-00-DR-A-000010 Rev P09. Parking spaces should also be provided with an appropriate landing area and there are a number of spaces which are reliant on servicing bays or areas of landscaping for access to the space. Alternatively, the dimensions of the bays can be more generous to allow appropriate space for accessing the vehicles. Accessing parking via servicing bays is wholly inappropriate. No disabled spaces are shown on the drawing and it is assumed there would be a requirement for disabled allocation.

Internal Road Network

The internal road network is not considered to be the creation of a new street and therefore the Highway Authority consider this to primarily a matter for the Planning Authority. Notwithstanding however comments have been provided on the tracking of the road in relation to its interaction with the site access. Also, it is noted that access within the site for pedestrians is poor. The footways cross over loading bays and there is no continuous footway provision to Block B. The layout is considered to be designed on the assumption that workers and visitors would arrive by private car and park closest to the unit being accessed which is not agreeable. The design of the site should appropriate accommodate for pedestrian movements from the site access to all units.

Visibility splays for the internal crossing point of the access road have not been provided either at the site access or internally. These should be shown and given the boundary levels and vegetation a long sections should also be provided.

A lighting specification has been provided however given the site would remain private, any offsite lighting requirements of the highway would be dealt with at the S278 stage.

A topographical survey has also been provided for the existing levels. The proposed levels should be provided on an engineering drawing of the site layout.

A drainage strategy has also been shown however this does not cover the drainage provision for the proposed access and these details should be provided.

Travel Plan

This Travel Plan has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans".

Reference should be made within the travel plan to the Planning reference for the site.

Plan – The travel plan should include a site plan for the proposed development which should show:

- Car and pedestrian site access
- Car parking locations
- Cycle parking/storage locations
- Internal highway design, including:
 - Roads
 - Footways
 - Cycleways
 - Guidelines used to inform them

A Baseline mode-share should be established using valid and site-specific data, sources such as TRICS or Census MSOA data. A minimum 10% reduction in single occupancy vehicles should be sought, including a breakdown of each mode-share biennially. A justification for why mode-share will increase / decrease will be necessary.

A clear timeframe for the start point for the Travel Plan coordinator (to be at least 3 months prior to occupation to ensure uptake).

There are some additional measures which should be considered for inclusion within this FTP. Some of these measures may be applicable only to residents or employees, or to both groups:

- Promotion of free health apps
- Formation of a Bicycle Users Group (BUG)
- Bike services stations (staff and visitors)
- Guaranteed ride home for staff in emergency situations
- Review of car parking policy and introduce a management strategy
- Review of the issuing of car park permits to ensure a fair system, based on agreed criteria e.g. operational need
- Establish car club for site users to include Allocated priority parking space to car sharers
- Review employee parking entitlement
- Provision of information to all, visitors and staff on how to access the site by means other than the car through a variety of methods, including:

- Notice boards / team meeting agenda
- News letters
- Information packs for new recruits to be updated annually
- Staff feedback sessions
- Advertising TP to staff through recruitment, e.g. how to get there for interview and on the website

The action plan should include estimated prices for each of the travel plan measures. These will be used to inform the value of the travel plan bond or deposit.

The travel plan should include a monitoring timetable as laid out below and include the following commitments:

	Baseline (Year 1)	Year 2	Year 3	Year 4	Year 5
Level of report	To be submitted one year after occupation. This will include the baseline survey results found in the updated Full Travel Plan and a monitoring report.	Monitoring Report	Full Surveys - Monitoring Report	Monitoring Report	Full Surveys - Monitoring Report

- Measures to ensure that this response rate is met, e.g., a voucher for supermarket or online retailer.
- Alternative method of survey if 35% response rate not achieved, e.g., ATCs/TRICS.
- Monitor the car park usage
- Keep records of participation in sustainable travel scheme and incentives
- Monitor number of car sharers
- Monitor number of bicycles parked on site

The Travel Plan should include a commitment to pay HCC's monitoring and approval fees

- Commitment to provide a Travel Plan Cash Deposit of equal value to travel plan measures
- Sanctions in the event of non-compliance

Travel Plan Summary

The travel plan should contain a closing section which concludes the travel plan. This should summarise all the key points from each section of the document.

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

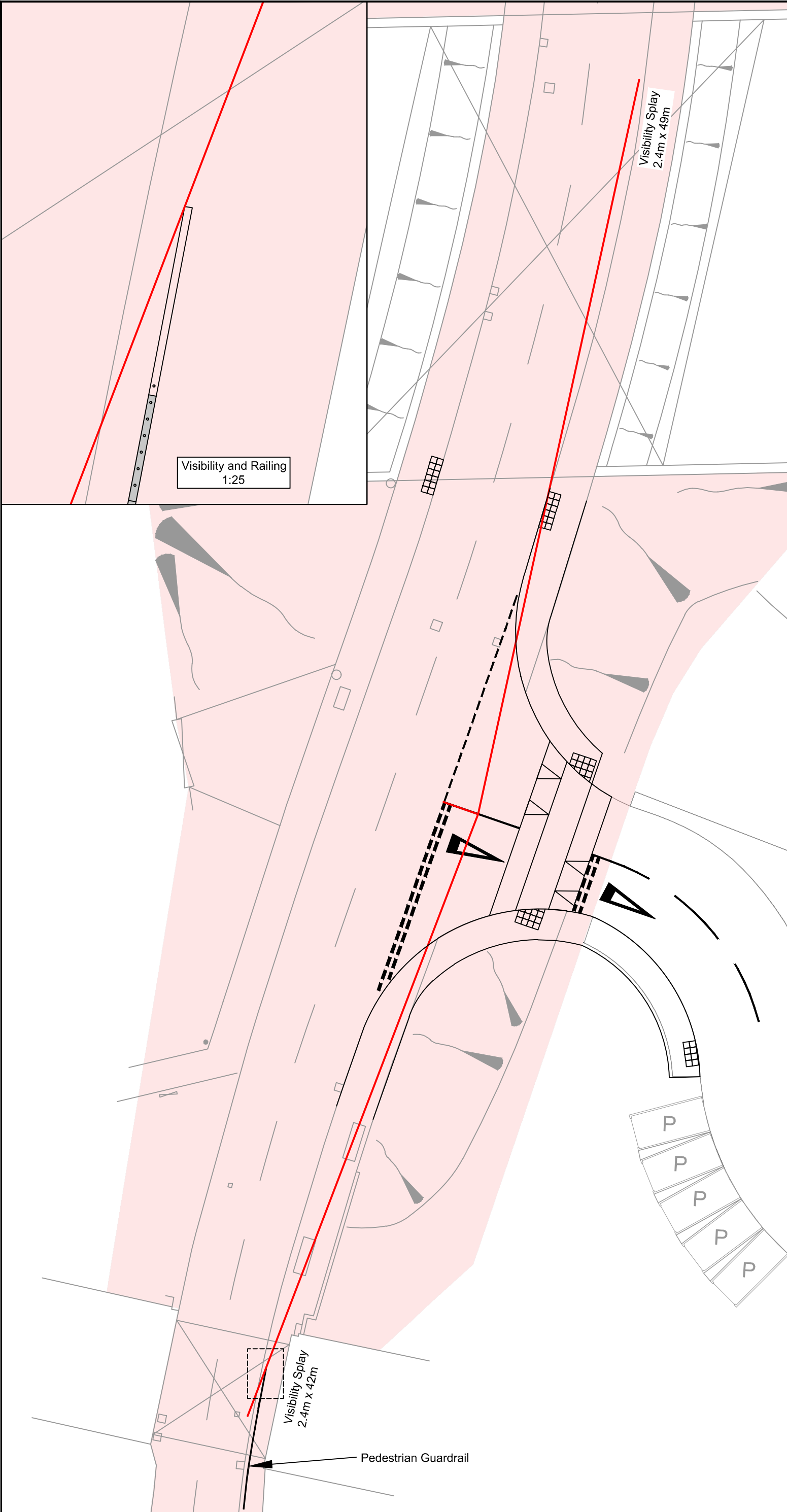
The Highway Authority consider that the site access cannot achieve appropriate visibility due to the constraints of the existing rail structure. The

relocation of the uncontrolled crossing away from the design line is also considered to prioritise vehicular movements above those walking and cycling. The access strategy for the site is therefore not supported and should the Planning Authority be minded to determine the application please contact me for my reasons for refusal.

Yours faithfully,

Holly Drury

Principal Transport Planner - Highway Development Planning
Hampshire 2050



Notes

Highway boundary

Visibility taken to 300mm offset north and 310mm south from kerbs

Speeds -
Northbound: 29.5mph
Southbound: 33mph

F	Visibility and plan updated	MB	MT
E	Access and visibility updated	MB	MT
D	Red line boundary added	MB	MT
C	Site updated	MB	MT
B	Site and access updated	MB	MT
A	Site and access updated	MB	MT

REVISION	AMENDMENT	DRN	DATE	CHK

br

Bellamy Roberts

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CLIENT

PNH Properties

PROJECT

Interbridges Site, Emsworth

TITLE

Access and Visibility

DRAWN BY	MB	DESIGN BY	-	CHK BY	MT
DATE	23/05/24	DRAWING No.	6096 / 001	REV No.	F
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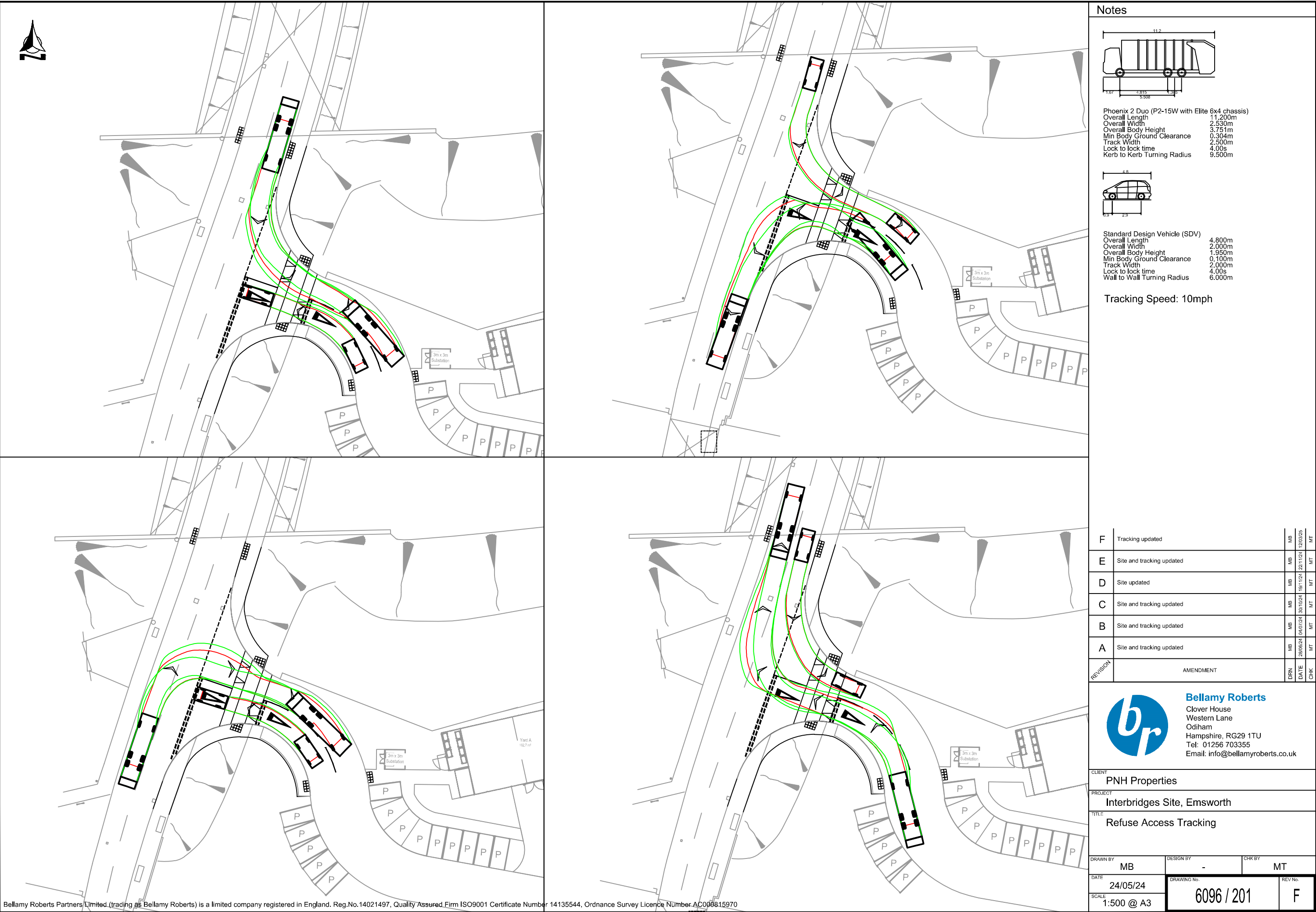
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Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to lock time	4.00s
Wall to Wall Turning Radius	6.000m

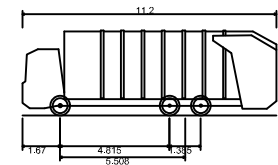
REV No.

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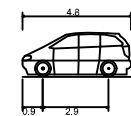




Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

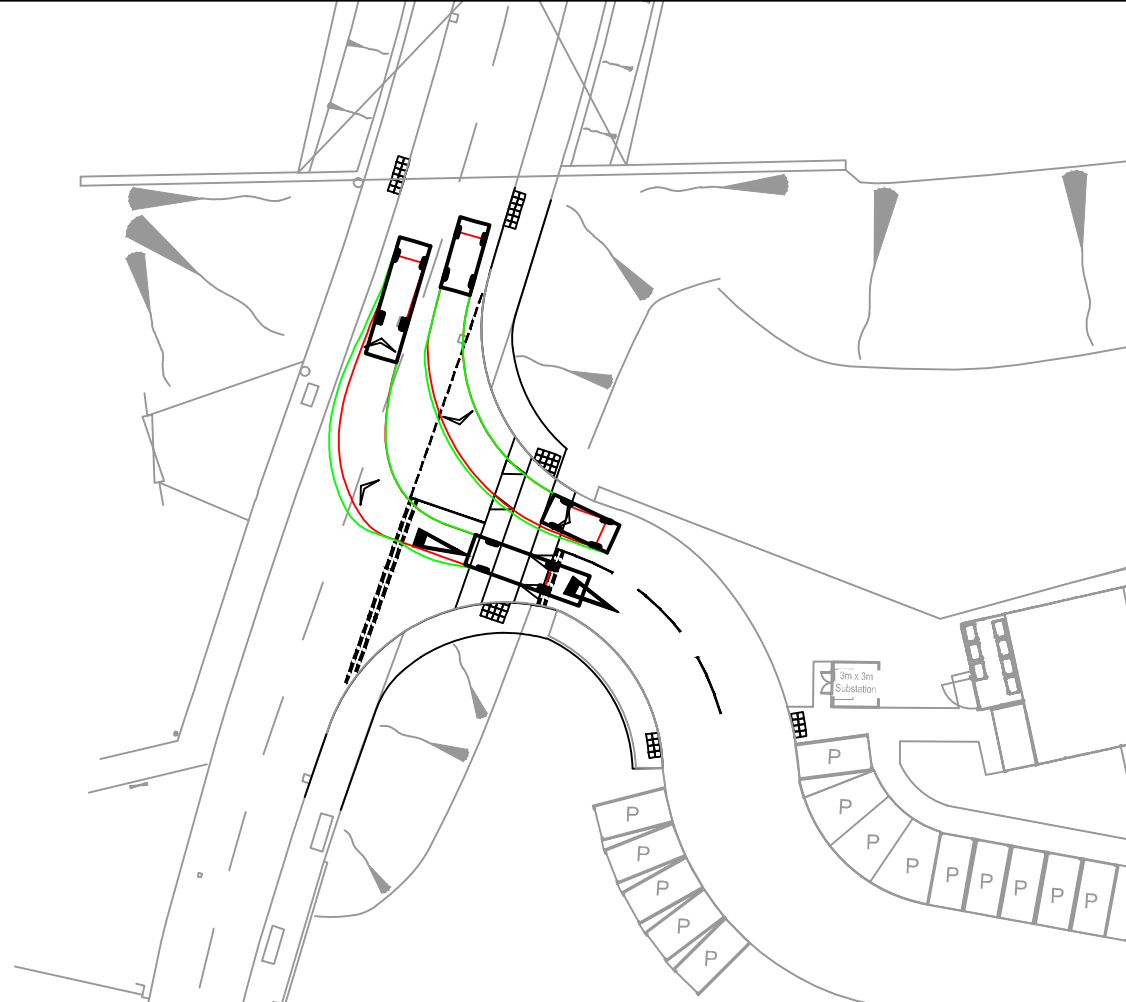
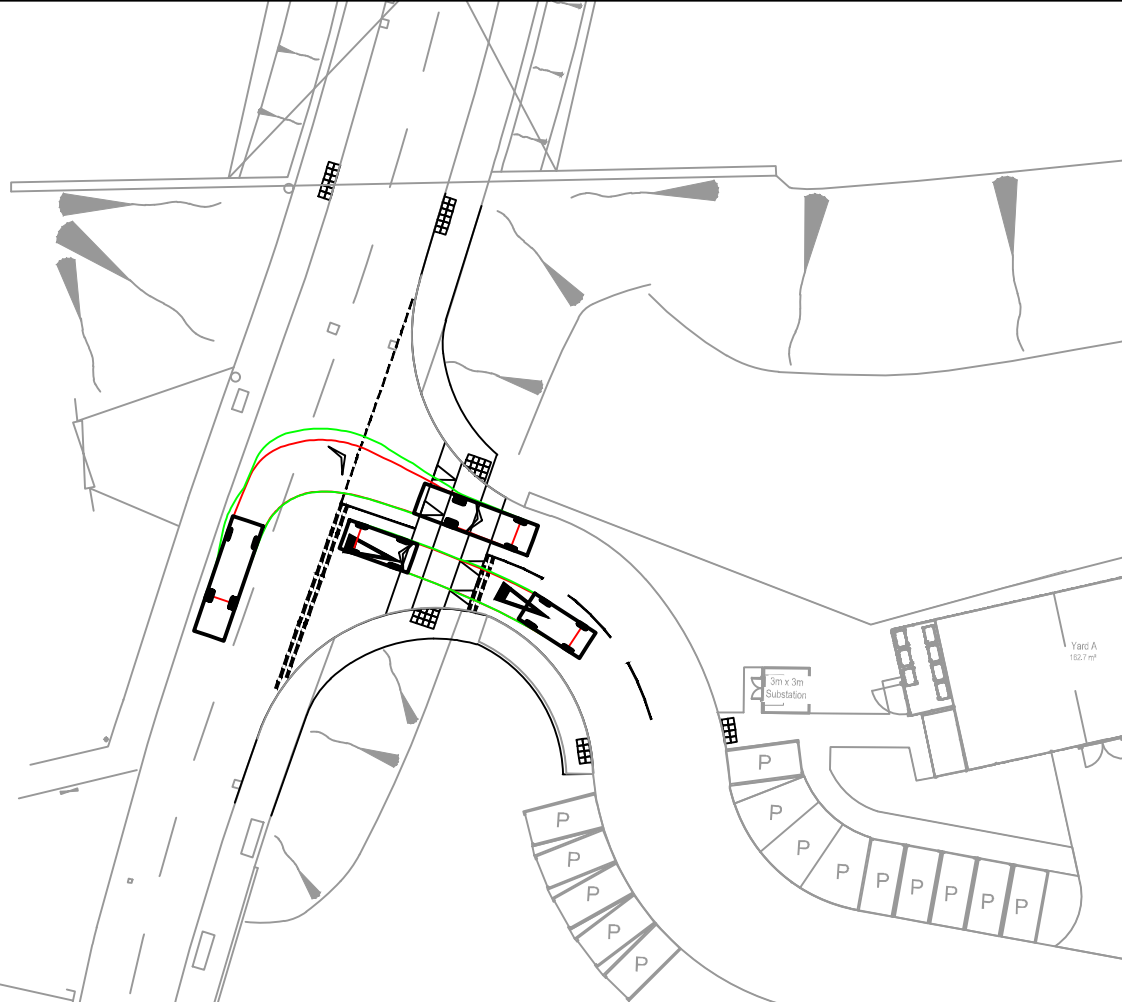
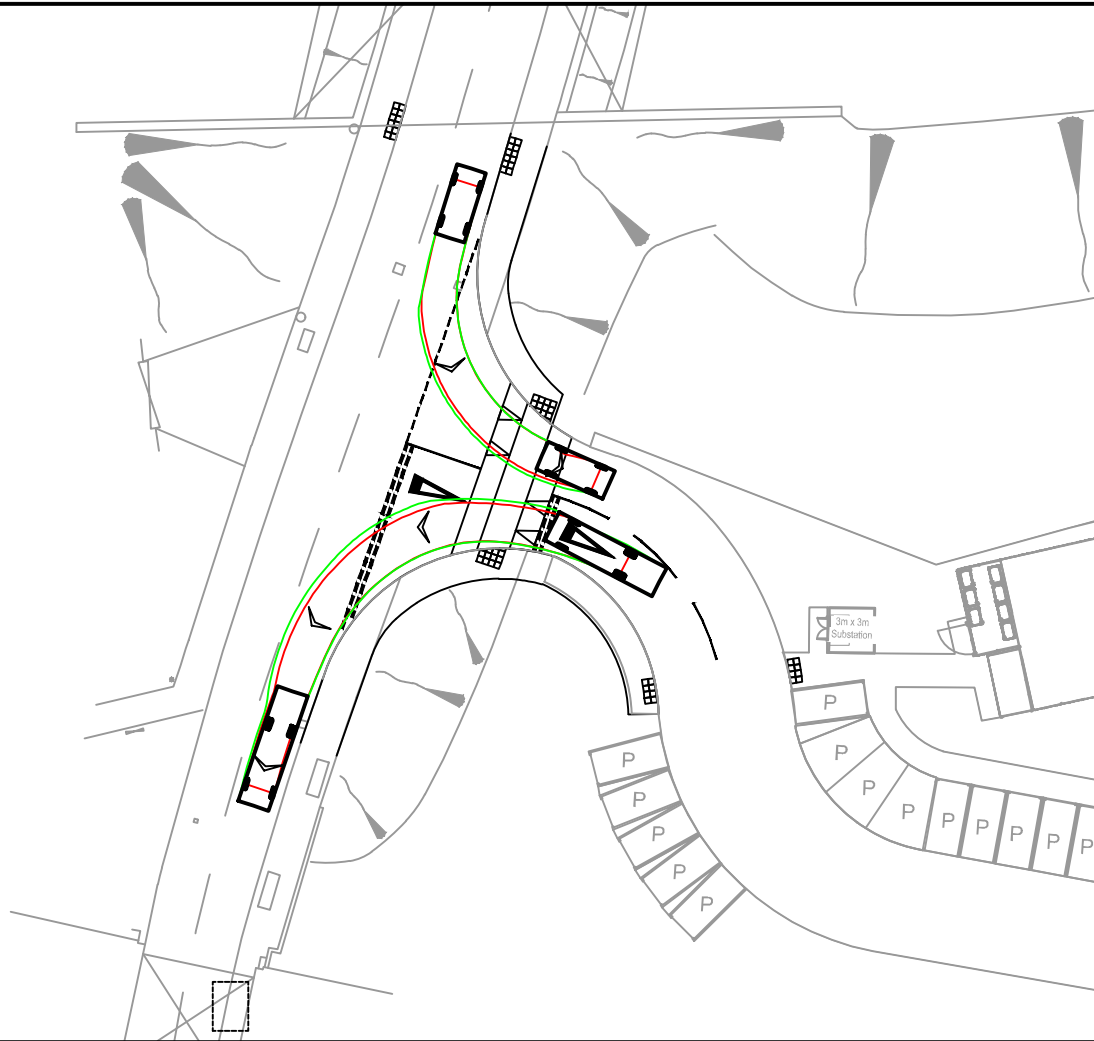
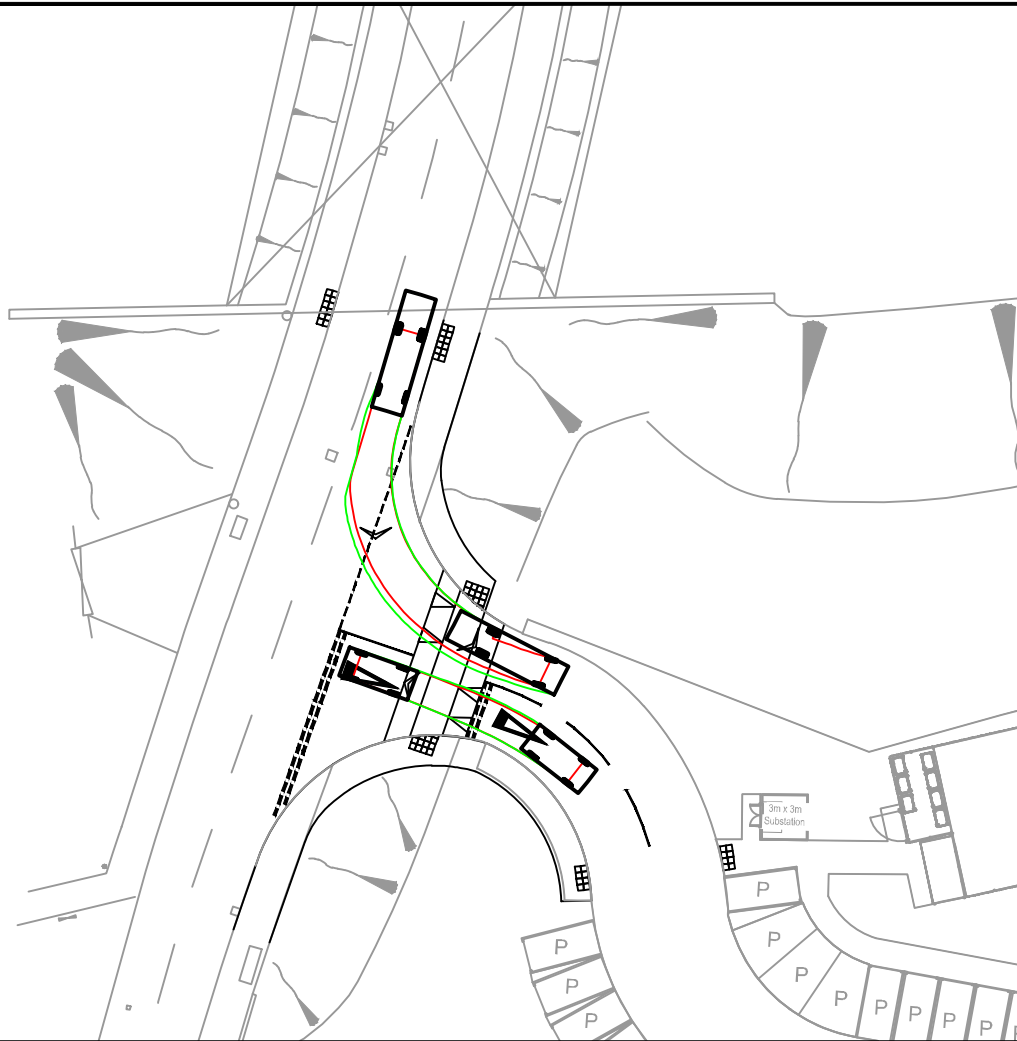
Tracking Speed: 10mph

E	Tracking updated	MB	12/03/25	MT
D	Site and tracking updated	MB	22/11/24	MT
C	Site updated	MB	19/11/24	MT
B	Site and tracking updated	MB	30/10/24	MT
A	Site updated	MB	04/07/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK

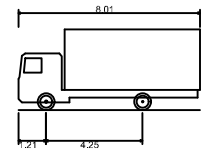


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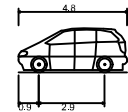
CLIENT	PNH Properties		
PROJECT	Interbridges Site, Emsworth		
TITLE	Refuse Internal Tracking		
DRAWN BY	MB	DESIGN BY	CHK BY MT
DATE	28/06/24	DRAWING No.	REV No.
SCALE	1:500 @ A3	6096 / 202	E



Notes



7.5t Box Van
Overall Length 8.01m
Overall Width 2.10m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m



Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Tracking Speed: 10mph

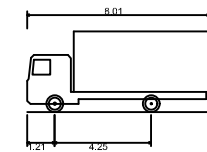
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CLIENT PNH Properties
PROJECT Interbridges Site, Emsworth
TITLE 7.5t Delivery Vehicle Access Tracking

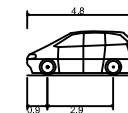
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 12/03/25	DRAWING No. 6096 / 204	REV No.
SCALE 1:500 @ A3		



Notes



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



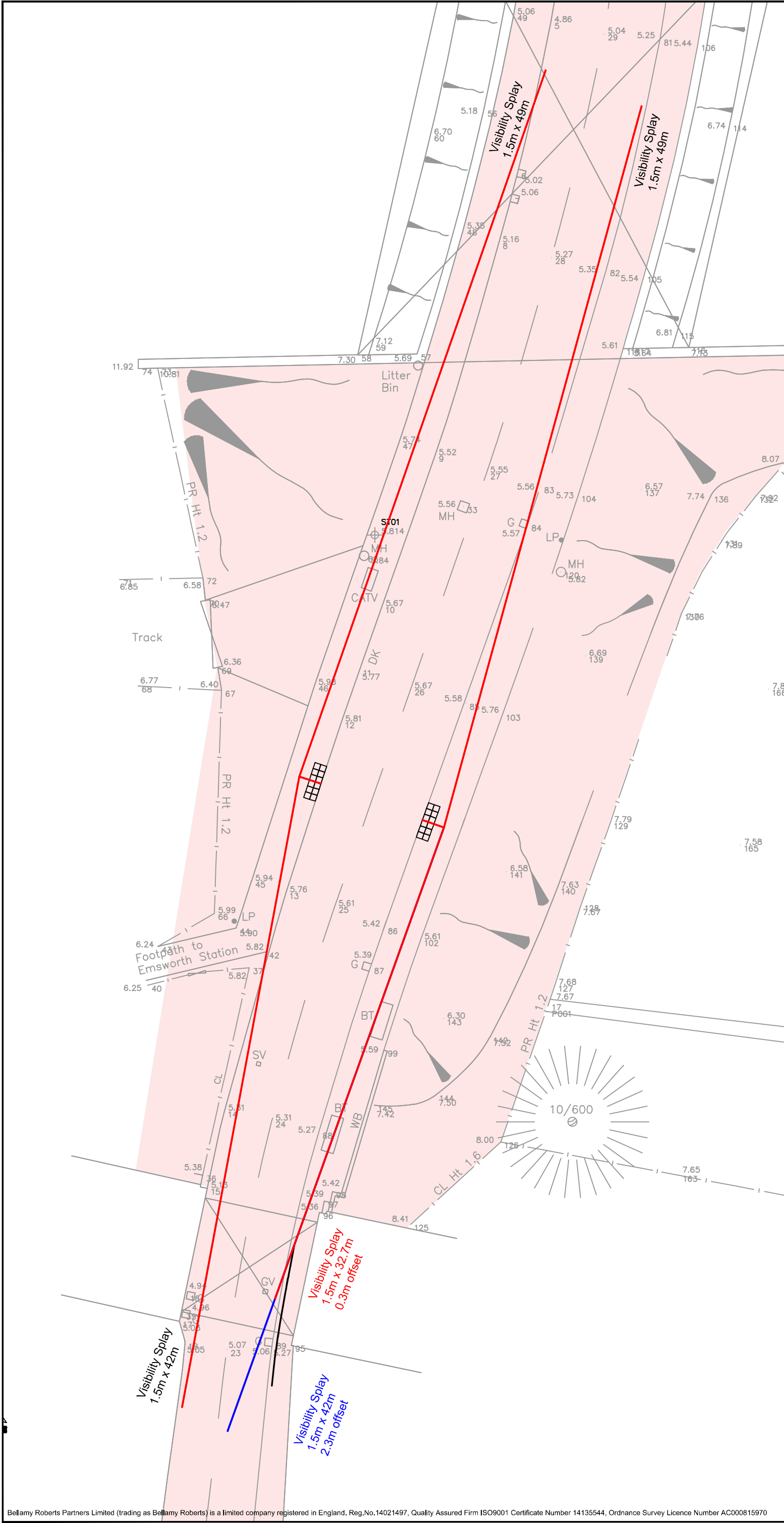
Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Tracking Speed: 10mph



Bellamy Roberts
Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT PNH Properties		
PROJECT Interbridges Site, Emsworth		
TITLE 7.5t Delivery Vehicle Internal Tracking		
DRAWN BY MB	DESIGN BY -	CHK BY MT
DATE 12/03/25	DRAWING No. 6096 / 205	
SCALE 1:500 @ A3	REV No.	



Notes

Highway boundary

Speeds -
Northbound: 29.5mph
Southbound: 33mph



Bellamy Roberts

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU
Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT

PNH Properties

PROJECT

Interbridges Site, Emsworth

TITLE

Existing Pedestrian Crossing and Visibility

DRAWN BY

MB

DESIGN BY

-

CHK BY

RK

DATE

11/03/25

DRAWING No.

6096 / 004

REV No.

SCALE

1:250 @ A3

Bellamy Roberts Partners Limited (trading as Bellamy Roberts) is a limited company registered in England. Reg.No.14021497, Quality Assured Firm ISO9001 Certificate Number 14135544, Ordnance Survey Licence Number AC000815970

Calculation Reference: AUDIT-200601-241112-1108

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : D - INDUSTRIAL ESTATE
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON	
	BE BEXLEY	1 days
	BK BARKING	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	DV DEVON	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	WM WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	3 days
08	NORTH WEST	
	LC LANCASHIRE	2 days
10	WALES	
	SW SWANSEA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 1138 to 5280 (units: sqm)
 Range Selected by User: 552 to 5500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 30/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	4 days
Wednesday	1 days
Thursday	2 days
Friday	2 days

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

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3
Edge of Town	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	8
Development Zone	1
Residential Zone	1
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	8 days - Selected

Secondary Filtering selection:**Use Class:**

Not Known	12 days
-----------	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	4 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

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

Population within 5 miles:

125,001 to 250,000	8 days
250,001 to 500,000	2 days
500,001 or More	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	8 days
1.1 to 1.5	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	12 days
----	---------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
0 None	1 days
1b Very poor	1 days

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

BELLAMY ROBERTS WESTERN LANE ODIHAM

Licence No: 200601

LIST OF SITES relevant to selection parameters

1	AK-02-D-01	INDUSTRIAL ESTATE	WAKEFIELD
	CARR WOOD ROAD		
	CASTLEFORD		
	Edge of Town		
	Development Zone		
	Total Gross floor area:	1776 sqm	
	Survey date: MONDAY	22/05/17	Survey Type: MANUAL
2	AK-02-D-02	INDUSTRIAL ESTATE (PART)	WAKEFIELD
	PIONEER WAY		
	CASTLEFORD		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4328 sqm	
	Survey date: TUESDAY	23/05/17	Survey Type: MANUAL
3	AK-02-D-03	INDUSTRIAL ESTATE	WAKEFIELD
	THUNDERHEAD RIDGE RD		
	CASTLEFORD		
	GLASSHOUGHTON		
	Edge of Town		
	No Sub Category		
	Total Gross floor area:	3191 sqm	
	Survey date: MONDAY	15/05/17	Survey Type: MANUAL
4	BE-02-D-01	INDUSTRIAL ESTATE	BEXLEY
	CRABTREE MANORWAY N.		
	ERITH		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3300 sqm	
	Survey date: WEDNESDAY	19/09/18	Survey Type: MANUAL
5	BK-02-D-01	INDUSTRIAL ESTATE	BARKING
	RIVER ROAD		
	BARKING		
	Suburban Area (PPS6 Out of Centre)		
	Industrial Zone		
	Total Gross floor area:	4180 sqm	
	Survey date: TUESDAY	08/09/20	Survey Type: MANUAL
6	DV-02-D-07	INDUSTRIAL ESTATE	DEVON
	BITTERN ROAD		
	EXETER		
	SOWTON IND. ESTATE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	3600 sqm	
	Survey date: MONDAY	03/07/17	Survey Type: MANUAL
7	EX-02-D-03	INDUSTRIAL ESTATE	ESSEX
	WYNCOLLS ROAD		
	COLCHESTER		
	SEVERALLS INDUSTRIAL PK		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4876 sqm	
	Survey date: FRIDAY	18/05/18	Survey Type: MANUAL
8	LC-02-D-07	INDUSTRIAL ESTATE	LANCASHIRE
	CHAIN CAUL WAY		
	PRESTON		
	ASHTON-ON-RIBBLE		
	Edge of Town		
	Industrial Zone		
	Total Gross floor area:	4700 sqm	
	Survey date: FRIDAY	17/11/17	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	LC-02-D-08 NOOK LANE BAMBER BRIDGE	INDUSTRIAL ESTATE	LANCASHIRE
	Edge of Town Industrial Zone Total Gross floor area:	4000 sqm	
	Survey date: TUESDAY	06/11/18	Survey Type: MANUAL
10	SF-02-D-03 LANDSEER ROAD IPSWICH	INDUSTRIAL ESTATE	SUFFOLK
	Suburban Area (PPS6 Out of Centre) No Sub Category Total Gross floor area:	3550 sqm	
	Survey date: THURSDAY	17/09/20	Survey Type: MANUAL
11	SW-02-D-02 CLARION COURT SWANSEA SWANSEA ENTERPRISE PK	INDUSTRIAL ESTATE	SWANSEA
	Edge of Town Industrial Zone Total Gross floor area:	5280 sqm	
	Survey date: THURSDAY	10/10/19	Survey Type: MANUAL
12	WM-02-D-03 JUNCTION ROAD STOURBRIDGE AUDNAM	INDUSTRIAL ESTATE	WEST MIDLANDS
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Gross floor area:	1138 sqm	
	Survey date: TUESDAY	28/11/17	Survey Type: MANUAL

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

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
NY-02-D-04	30/06/23	not applicable

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	4730	0.042	2	4730	0.074	2	4730	0.116
06:00 - 07:00	2	4730	0.285	2	4730	0.211	2	4730	0.496
07:00 - 08:00	12	3660	0.594	12	3660	0.184	12	3660	0.778
08:00 - 09:00	12	3660	0.751	12	3660	0.437	12	3660	1.188
09:00 - 10:00	12	3660	0.631	12	3660	0.451	12	3660	1.082
10:00 - 11:00	12	3660	0.665	12	3660	0.553	12	3660	1.218
11:00 - 12:00	12	3660	0.649	12	3660	0.690	12	3660	1.339
12:00 - 13:00	12	3660	0.628	12	3660	0.706	12	3660	1.334
13:00 - 14:00	12	3660	0.601	12	3660	0.556	12	3660	1.157
14:00 - 15:00	12	3660	0.517	12	3660	0.622	12	3660	1.139
15:00 - 16:00	12	3660	0.519	12	3660	0.492	12	3660	1.011
16:00 - 17:00	12	3660	0.449	12	3660	0.751	12	3660	1.200
17:00 - 18:00	12	3660	0.260	12	3660	0.638	12	3660	0.898
18:00 - 19:00	12	3660	0.082	12	3660	0.207	12	3660	0.289
19:00 - 20:00	3	4253	0.016	3	4253	0.141	3	4253	0.157
20:00 - 21:00	3	4253	0.000	3	4253	0.039	3	4253	0.039
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			6.689			6.752			13.441

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	1138 - 5280 (units: sqm)
Survey date date range:	01/01/16 - 30/06/23
Number of weekdays (Monday-Friday):	13
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-200601-241122-1107

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HC HAMPSHIRE	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 190 to 3665 (units: sqm)
 Range Selected by User: 190 to 6000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 19/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday 2 days
 Thursday 1 days
 Friday 1 days

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

Selected survey types:

Manual count 4 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town 4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 4

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 1 days - Selected
 Servicing vehicles Excluded 3 days - Selected

Secondary Filtering selection:**Use Class:**

n/a 1 days
 B8 3 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

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

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

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	4 days
------------	--------

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BO-02-F-01 CAMBRIDGE ROAD BEDFORD	DRINKS WHOLESALER	BEDFORD
	Edge of Town Industrial Zone Total Gross floor area:	3500 sqm	
	Survey date: THURSDAY	15/10/20	Survey Type: MANUAL
2	HC-02-F-03 WARSASH ROAD PARK GATE	PPE DISTRIBUTION	HAMPSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	3665 sqm	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
3	NY-02-F-01 GRIMBALD CRAG CLOSE KNARESBOROUGH	REMOVALS SERVICE	NORTH YORKSHIRE
	Edge of Town Industrial Zone Total Gross floor area:	1750 sqm	
	Survey date: MONDAY	19/06/23	Survey Type: MANUAL
4	TB-02-F-01 ALDERS WAY PAIGNTON	OPTICS WAREHOUSE	TORBAY
	Edge of Town Industrial Zone Total Gross floor area:	190 sqm	
	Survey date: FRIDAY	29/03/19	Survey Type: MANUAL

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

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)
 TOTAL VEHICLES
 Calculation factor: 100 sqm
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	1845	0.217	2	1845	0.027	2	1845	0.244
06:00 - 07:00	2	1845	0.190	2	1845	0.108	2	1845	0.298
07:00 - 08:00	4	2276	0.154	4	2276	0.132	4	2276	0.286
08:00 - 09:00	4	2276	0.099	4	2276	0.066	4	2276	0.165
09:00 - 10:00	4	2276	0.143	4	2276	0.033	4	2276	0.176
10:00 - 11:00	4	2276	0.275	4	2276	0.187	4	2276	0.462
11:00 - 12:00	4	2276	0.187	4	2276	0.220	4	2276	0.407
12:00 - 13:00	4	2276	0.187	4	2276	0.209	4	2276	0.396
13:00 - 14:00	4	2276	0.297	4	2276	0.154	4	2276	0.451
14:00 - 15:00	4	2276	0.220	4	2276	0.340	4	2276	0.560
15:00 - 16:00	4	2276	0.132	4	2276	0.417	4	2276	0.549
16:00 - 17:00	4	2276	0.099	4	2276	0.154	4	2276	0.253
17:00 - 18:00	4	2276	0.044	4	2276	0.198	4	2276	0.242
18:00 - 19:00	4	2276	0.022	4	2276	0.022	4	2276	0.044
19:00 - 20:00	2	1845	0.000	2	1845	0.027	2	1845	0.027
20:00 - 21:00	2	1845	0.000	2	1845	0.000	2	1845	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.266			2.294			4.560

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	190 - 3665 (units: sqm)
Survey date range:	01/01/16 - 19/06/23
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

