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Warblington Road
Emsworth



TRANSPORT STATEMENT

On Behalf Of
Mr. Charles Glanville

ITR/5042/TS.2
June 2019



Partners:
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1.0 INTRODUCTION

- 1.1 Bellamy Roberts LLP has been instructed by Mr. C. Glanville to prepare a Transport Statement to accompany the proposed development of 6 residential units on land to the south of Warblington Road, Emsworth.
- 1.2 The site currently comprises a single residential unit and this will remain following the development of the remainder of the site.
- 1.3 The existing access will be relocated, albeit will continue to serve the existing dwelling and will also serve one proposed dwelling. The remaining 5 proposed dwellings will be served via Curlew Close which borders the western boundary of the application site.
- 1.4 This Transport Statement has been prepared to assess the impact of the proposed scheme on the highway network and to agree such matters as traffic generation, access and parking with the Highway Authority, in advance of the full application.
- 1.5 Pre-application comments have been received from Havant Borough Council, dated 17th November 2016, and this included highway related comments (see **Appendix 1**). The Transport Statement has been prepared with due regard to these comments.

2.0 SITE LOCATION AND LOCAL HIGHWAY NETWORK

- 2.1 The application site is located on land to the south of Warblington Road, approximately 500m south-west of its junction with the A259 Havant Road. For clarity, the location of the site is shown on the plan at **Appendix 2**.
- 2.2 The site currently comprises a single large residential unit, and is served directly from Warblington Road via vehicle crossover access road which serves this property only.

- 2.3 The proposal will relocate the existing access approximately 5m east of its current position. The relocated access will serve the existing dwelling and one proposed dwelling. The existing access will be closed and a full height kerb will be reinstated.
- 2.4 Curlew Close borders the western boundary of the application site and provides access to three residential properties which do not form part of this application. It is proposed to utilise Curlew Close to serve the remaining four proposed units.
- 2.5 Curlew Close is approximately 3.8m wide for the majority of its length, albeit a parring area is provided close to the junction with Warblington Road, thus enabling an entering car to wait clear of the public highway.
- 2.6 Pedestrian ingress/egress to the site is currently achieved via the site access from Warblington.
- 2.7 Along its northern boundary the site has a 56m frontage onto Warblington Road.
- 2.8 Warblington Road is approximately 5m wide in the vicinity of the site, and subject to a posted speed limit of 30mph. Footways are present on both sides of Warblington Road in the vicinity of the site, and a system of street lighting is also present.
- 2.9 There are no on-street parking restrictions along Warblington Road, and cars have been observed parking on both sides of the road.
- 2.10 Warblington Road runs on a south-west/north-east alignment and provides access to the A259 Havant Road to the north-east. To the south-west, Warblington Road is a 'no through road' and as such there are few traffic movements to/from this direction.
- Review of Recent Traffic Collision Data**
- 2.11 Personal Injury Accident (PIA) data has been obtained from the 'CrashMap' website (www.crashmap.co.uk) for the most recent 3 year period (2016-2018).
- 2.12 A review of the data demonstrates that there have been no recorded accidents in the vicinity of the site access. See plan attached at **Appendix 3**.

- 2.13 Notwithstanding this, a review of the cluster of the Havant Road and Warblington Road/Bridge Road/Bath Road and Bridgefoot Path junctions, located to the north-east of the site has also been undertaken.
- 2.14 This additional assessment shows there have been 2 accidents at this location during the 3 year search period. A plan showing the location of each recorded accident, and further details is provided at Appendix 2.
- 2.15 One accident involved a car and a cyclist (2016), and the other involved a car and a van (2017). Both were categorised as 'severe'.
- 2.16 It is evident that there are no patterns or clusters within the results, and therefore no deficiencies within the local highway network.
- 2.17 The proposal will therefore not result in a severe detriment to the highway network or the safety of its users.

3.0 ACCESSIBILITY

- 3.1 This section of the Transport Statement examines the sustainable transport connections at the site, and assesses the potential of such links to reduce the level of car borne traffic.

Walking and Cycling

- 3.2 The pedestrian facilities associated with the local highway network have been discussed previously, and it is evident that they are of a good standard.
- 3.3 Recommended distances for walking and cycling can be found in various published documents.
- 3.4 The Institution of Highways and Transportation published the document 'Guidelines for Providing for Journeys on Foot in 2000. Table 3.2 of this document contains 'suggested acceptable' walking distances, albeit no evidence was provided in support of these figures.

- 3.5 Further documents have been published by the Chartered Institute of Highways and Transportation, notably 'Planning for Walking' and 'Planning for Cycling', albeit both documents provide limited guidance as to recommended walking distances.
- 3.6 Design Manual for Road and Bridges (DMRB) TA91/05 'Provision for Non-Motorised Users', states in paragraph 2.3 that *'walking is used to access a wide variety of destinations including educational facilities, shops, and places of work, normally within range of up to two miles. Walking and rambling can also be undertaken as a leisure activity, often over longer distances'*.
- 3.7 Furthermore, paragraph 2.11 (TA91/05) states that *'cycling is used for accessing a variety of different destinations, including educational facilities, shops and places of work, up to a range of around 5 miles'*.
- 3.8 Recent research undertaken in 2017, and published within 'Local Transport Today' (Ref. LTT733 October 2017 issue) considered the current guidance on walking and cycling distances, and whether the quoted distances suitably reflect the distances people are prepared to walk and cycle.
- 3.9 Research was undertaken using the National Travel Survey (NTS) database to find out how far people actually walk and cycle to common destinations. The assessment considered both the mean and 85th percentile walking and cycling distances, with the mean identifying the average distance people walk and cycle, and the 85th percentile being the distance people are prepared to walk or cycle, whereas above this figure, they are less likely to do so.
- 3.10 The research determined that for residential developments, a distance of 1.95km should be used as an acceptable walking distance for all journey purposes, with 7.25km used for the cycling distance. Furthermore, an 85th percentile distance of 2.10km should be used as an acceptable walking distance for all employment uses, whereas 9.15km should be used for cycling.
- 3.11 Pedestrian and cycle isochrone plans have been prepared and these demonstrate the multitude of facilities within walking and cycling distance of the site. Both plans are attached at **Appendix 4**.

Public Transport

Bus Services

- 3.12 The nearest bus stops are located on the A259 Havant Road, at its junction with Warblington Road, approximately 500m north-east of the site.
- 3.13 Bus stops are located on both sides of the road and comprise a layby and bus shelter at both locations.
- 3.14 A summary of the available services has been provided in Table 1. All local timetables and route maps are available from Traveline SE (www.travelinesoutheast.org.uk).

Table 1: Summary of Bus Services

Route Number	Route Summary	Max. Frequency	Mon-Fri		Saturday		Sunday	
			First	Last	First	Last	First	Last
700	Flansham Park - Bognor Regis – Chichester – Havant - Portsmouth	3/hr	0554	2232	0659	2232	0735	2024

Rail Services

- 3.15 Emsworth Railway Station is located approximately 1.1km walking distance north of the site.
- 3.16 The station is located on the West Coastway Line, which runs between Brighton and Southampton, and services at the station are provided by Southern.
- 3.17 A summary of the available services has been provided within Table 2, on the following page.

Table 2: Summary of Rail Services (Emsworth Station)

Destination	AM Peak (0700-1000)		PM Peak (1600-1900)	
	Direct	Indirect	Direct	Indirect
Brighton	6	1	6	0
Southampton	6	1	6	0
London Victoria (via Horsham)	4	5	4	6

3.1 In conclusion, the site is clearly accessible and well served by public transport which provides the opportunity for future residents to travel by alternative modes of transport, other than the private car.

3.2 The application site therefore accords with the requirements of the NPPF, specifically paragraphs 103, 108 and 110.

4.0 DEVELOPMENT PROPOSAL

4.1 The development proposal will provide 6, 4-bedroom residential dwellings on land to the south of Warblington Road, Emsworth.

4.2 The development proposal is shown on the associated Architect's drawings (Re-Format).

Pedestrian/Vehicle Access

4.3 Vehicular access to the existing unit and Plot 5 will be achieved directly from Warblington Road, via a relocated site access.

4.4 The proposal will relocate the site access approximately 5m east of its current position to serve the existing unit and Plot 5. The existing access will be closed and a full height kerb will be reinstated.

4.5 Plots 1-4 and 6 will be served via Curlew Close, which will continue to serve the three existing residential properties discussed previously within this Report.

- 4.6 Curlew Close is within the red line site boundary, and as such is under the control of the applicant.
- 4.7 In line with the speed limit along Warblington Road (30mph), and guidance contained within Manual for Streets (MfS), commensurate visibility splays of 2.4m x 40m are required. Drawings 5042/001 and 002 demonstrate that such splays are achievable from the relocated site access and Curlew Close. See **Appendix 5**.
- 4.8 The access road which will serve the existing unit and Plot 4 is 3.7m wide. Such a width is appropriate and is sufficient to allow a fire tender vehicle to operate at the scene of a fire (re. MfS para 6.73).
- 4.9 Curlew Close is approximately 3.8m wide and a passing area is provided at the entrance to allow two vehicles to pass.
- 4.10 The proposed extension to Curlew Close to serve Plots 1-4 varies in width albeit will be a minimum of 4.1m wide which is suitable to allow two cars to pass (ref. MfS Figure 7.1).
- 4.11 The pre-application comments received from the LPA included a response from the Highway Authority. The Highway Authority stated that they have '*no adverse comment to the principle of this application*'.
- 4.12 Notwithstanding this, they consider that Curlew Close should be widened to 4.8m to accommodate the 4 proposed units, as well as the existing 3 units.
- 4.13 As will be evidenced later in the Report, the proposed 6 units will generate in the region of 3 two-way traffic movements during the critical network peak hour periods. In this regard, the additional 4 units served from Curlew Close will generate in the region of 2 two-way movements during the peak periods (i.e. one arrival and one departure).
- 4.14 Such an increase is negligible and will have an inconsequential impact on the operation of Curlew Close. As such, the widening of Curlew Close is not necessary to accommodate this minimal increase in traffic.

Traffic Generation

- 4.15 In order to determine the level of traffic generation the proposal would likely generate, the TRICS (7.6.1) database has been interrogated. Trip rates have been calculated for privately owned dwellings in edge of town and suburban locations, in England and Wales only.
- 4.16 A summary of the calculated traffic generation has been provided in Table 3, and the full TRICS has been attached at **Appendix 6**.

Table 3: Proposed Traffic Generation (6 dwellings)

Peak Hours	Vehicle Trip Rate (per dwelling)			Traffic Generation (6 dwellings)		
	Arr.	Dep.	Two-way	Arr.	Dep.	Two-way
0800-0900	0.154	0.412	0.566	1	2	3
1700-1800	0.350	0.138	0.488	2	1	3
Daily (0700-1900)	2.369	2.461	4.830	14	15	29

- 4.17 Such a low level of traffic generation is not expected to have a detrimental impact on the operation local highway network, or the safety of its users.
- 4.18 As discussed previously, the proposed site access, and Curlew Close, are suitable to accommodate the anticipated demand.

Car and Cycle Parking

- 4.19 In order to determine the level of parking that should be provided to serve the proposed development, the Havant Borough Council Parking SPD (July 2016) has been consulted.
- 4.20 With reference to Table 4a within the aforementioned document, 4 bedroom units are required to provide a minimum of 3 allocated spaces per unit.
- 4.21 It is evident from the proposed site plan that a minimum of 3 parking spaces are provided per dwelling.

- 4.22 With regard to cycle parking provision, Table 4c of the LPA standards states that 4 bedroom units are required to provide 2 long stay spaces per unit. Such a provision will be allowed for within rear garden sheds, or suitable alternative.

Swept Path Analysis

- 4.23 Refuse collection for Plot 5 will take place directly from Warblington Road, as is the case for the existing dwelling.
- 4.24 The refuse vehicle currently accesses Curlew Close to serve the existing 3 units, and the proposed plots 1-4 & 6 will utilise this same strategy.
- 4.25 Swept path analysis has been undertaken and demonstrates that the extension to Curlew Close, to serve plots 1-4, is suitable to accommodate the refuse vehicle, allowing it to turn within the site. See **Appendix 7**.
- 4.26 In addition, swept path analysis of a fire tender unit has also been undertaken, demonstrating that the layout is satisfactory (see Appendix 7).

5.0 SUMMARY AND CONCLUSIONS

- 5.1 Bellamy Roberts LLP has been instructed by Mr. C. Glanville to prepare a Transport Statement to accompany the proposed development of 6, 4-bedroom residential units on land to the south of Warblington Road, Emsworth.
- 5.2 The site currently comprises a single residential unit and this will remain following the development of the remainder of the site.
- 5.3 Pre-application comments have been received from Havant Borough Council, dated 17th November 2016. The Transport Statement has been prepared with due regard to these comments.
- 5.4 The scheme would generate minimal traffic flows onto the highway network and would meet the criterion of the National Planning Policy Framework (NPPF, February 2019).

- 5.5 The scheme accords with the Framework and provides a safe access for all modes of transport.

- 5.6 The proposed level of car and cycle parking is in accordance with the LPA standards.

- 5.7 For the reasons set out within this Transport Statement, it is concluded that there are no highway or transportation issues with the scheme and as such should be recommended for planning approval by the Highway Authority.

APPENDICES

APPENDIX 1



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BOROUGH COUNCIL

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Havant
Hampshire PO9 2AX

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www.havant.gov.uk

Mr M Swanton

Our Ref: GEN/16/01103
Direct Line: (023) 9244 6513
Ask For: Mrs D Haywood
Email: planning.development@havant.gov.uk

17 November 2016

Site Location: Fowley Cottage, 46 Warblington Road, Emsworth, PO10 7HH

Re: Proposal for 6 new dwellings and refurbishment of existing property.

Dear Mr Swanton

I am writing to you further to your enquiry received on the 07 October 2016 and our meeting of the 7 November 2016.

Site description and Proposal

The site lies within the built up area of Emsworth and comprises a large detached dwelling set in substantial grounds, backing on the harbour. The area is primarily residential in character comprising mainly detached two storey dwellings set in landscaped gardens. There are a number of trees on the site, some of which are covered by a tree preservation order.

Outline planning permission renewal and now lapsed to construct 7 dwellings on the site was granted in December 2001 (ref 01/516000/005).

The proposal is to retain the existing dwelling and construct 6 further dwellings, 2 on the Warblington Road frontage and 4 in the rear garden area. The scheme is at an early stage, although a layout plan and different design approaches have been submitted for consideration.

Principle of development

The Local Plan (Core Strategy) and the Local Plan (Allocations) provide the development plan for the Borough. The proposal lies within the urban area and is consistent with policy CS17 which seeks to concentrate new housing within the five urban areas, including Emsworth.

The impact on the character and appearance of the area

The site is located within Landscape Character Area 25 (LCA 25 – Emsworth Western Suburbs) within the Havant Borough Townscape, Landscape and Seascape Character Assessment (HBTLSA).

It is acknowledge the site exists within a developed area, but that guidance does make reference to

- Proposals require appropriateness to the Chichester Harbour AONB context
- Preservation of the special character of the Warblington Road streetscape

The southern site boundary directly abuts the Chichester Harbour AONB (& extent of the SSSI)and :

- A restrained approach to external lighting is encouraged. Discrete and functional low level fittings would benefit subtle wayfinding with minimal light spill / pollution. Please be advised that up-lighting or Light 'washing' of architectural facades would be deemed wholly inappropriate.

- A similarly restrained approach for glazing arrangement is also encouraged. Initial visuals that indicate recessed façade glazing are deemed positive.
- Retention of the existing boundary treatment along the southern boundary (including the split-rail timber fencing) for consistency with the adjacent properties is desirable.
- Preservation of the open landscape character to the southern part of the site will help to mitigate long distance views from the harbour and reduce the impact on the adjacent coastal path.
- Careful orientation of built-form to promote views through the site would be deemed beneficial.
- Enhancement of vegetation along the eastern and western site boundary will be of benefit to help mitigate oblique views from the south-east and south-west.

Comments on the layout/design

At the meeting it was identified that the proposed layout for the two southern plots may require some further review in relation to flood risk, and the placement relative to existing adjacent dwellings from a landscape perspective. I understand that your Consultant will deal direct with the Environment Agency regarding development within Flood Zone 2.

There are no adverse comments regarding the proposed retention of the existing dwelling, but it is recommended that renovation proposals demonstrate a clear coordinated design approach with the proposed built-form.

The arrangement of proposed built-form to the Warblington Road site frontage will require appropriate visuals to demonstrate appropriateness of scale, placement and appearance to the street-scene character. The issue of front / rear facing placement of dwellings requires careful consideration. It is also recommended that visuals incorporate neighbouring adjacent buildings for ease of comparison.

In terms of the architectural context, the immediate locality comprises a broad and ranging mix of architectural styles (most notably in glazing arrangements), but in the main this comprises a predominance of two storey dwellings with pitched roofscapes. In this context the proposed pitched roof option is more appropriate. However, there are concerns regarding the images within the pre-application submission package owing to an excessively 'vertical' emphasis – vertical board cladding accentuated by the elevated eaves height and roof pitch above recessed glazing. The balance between glazing, cladding, eaves and roof pitch requires careful consideration.

Timber cladding is deemed appropriate but the colour / treatment is likely to require further demonstration. Initial sketch visuals comprising over-developed garden areas with multiple pools and excessive hardscaped terracing are not deemed appropriate to context, and I understand that this is no longer proposed.

The application site includes numerous trees of substantial size and some with Preservation Orders. The tabled layout includes proposed built-form within or in close proximity to 'Root Protection Areas'. Hence, in addition to the Arboricultural Survey, an Arboricultural Impact Assessment with site-specific method statements for any proposed encroachment of tree 'Root Protection Areas' to the satisfaction of the HBC Arboricultural Officer is required.

The extent of tree retention, combined with proposals for additional tree planting and use of hedging for a softened site division of plots is important and welcomed.

The potential use of Curlew Close as the means of site access is positive, but an access strategy for servicing / waste collection / emergency vehicular access will need to be demonstrated by appropriate tracking. Gravel surfacing for plot driveways and associated access is deemed appropriate, but I emphasise a requirement for appropriate specification of gravel type / size, sub-base build up specification and a quality edging restraint to prevent

unwanted transfer of loose material by manoeuvring vehicles. Pedestrian approaches closer to individual dwelling entrances are likely to benefit from a suitable paved treatment of an appropriately co-ordinated material to prevent transfer of gravel and assist any resident or visitor with movement disabilities.

The impact on neighbours residential amenities

The impact of the development has not at this stage been assessed from the adjacent properties. The layout indicates development in proximity to the site boundaries and it will be necessary to ensure that adequate separation is provided to prevent loss of light and outlook. I would refer you to the Borough Design Guide as any proposal would be assessed in accordance with this document.

Borough Design Guide:-

<http://www.havant.gov.uk/sites/default/files/documents/SPD%20Borough%20Design%20Guide.pdf>

Drainage and flood risk

A drainage strategy and a flood risk assessment will be required and your attention is drawn to Policy DM25 of the Allocations Plan which states:

Policy DM25 Managing Flood Risk in Emsworth

Planning permission will be granted for developments within the Emsworth urban area boundary that can demonstrate how post development runoff has been reduced by the greatest percentage rates and volumes that are possible in the context of cost, technical feasibility and viability. Extensions to existing houses and change of use are exempt from the requirements of this policy. Planning permission will be granted for developments within the Emsworth urban area boundary of greater than 1 hectare and in Flood Zones 2 and 3 that are supported by onsite sustainable drainage systems.

New developments that fall within the Emsworth urban area boundary; and/or has an impact on the flood risk of the areas within the Emsworth urban area boundary may be required to make a contribution towards the Emsworth Flood Alleviation Scheme (FAS)

The Drainage Engineer has advised that the easement for surface water sewer running along western boundary will affect locations of units 2, 4 and 6. Easement for foul sewer crossing site east to west will affect locations of units 1 and 2. You will need to confirm easement requirements with Southern Water.

Highways

The Highway Authority has no adverse comment to the principle of this application. However four of the proposed properties are taking access from Curlew Close which is not adopted highway and therefore permission will be required from the owner(s) of the road. Curlew Close has no street lighting or footway and appears to be only 4.5 metres. The proposal shows a total of 8 houses taking access from this road and for this number I would expect a width of 4.8 m, street lighting and a footway.

As discussed at our meeting taking access off Curlew Close has the advantage of minimising the impact on protected trees, and is the preferred approach subject to satisfactory highway provision. Depending on clarification of the width of Curlew Close further discussion on this matter may be required.

Developer contributions/Community Infrastructure Levy

From the 30th June 2014, the Council introduced the Solent Recreation Mitigation Partnership. The SRMP was introduced with the advice of Natural England and they have

advised that a contribution of £176 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA).

The contribution will be applied to all new development of one or more dwellings. The Council has agreed two ways of securing the contribution:

- 1) Up front payment prior to commencement of development - this is usually only be used for development of 1 to 4 dwellings
- 2) Section 106 legal obligation (this is usually used for applications of 5 or more dwellings, where there may be additional contributions payable).

For both options, administration and monitoring fees will be added. Further details can be provided on request

The proposed development would be subject to the Community Infrastructure Levy details of which are available on the Councils website:

<http://www.havant.gov.uk/planning-policy-design/community-infrastructure-levy>

The relevant contribution level for this site would be £100 per square metre of new residential floorspace. CIL Liability is subject to indexation, based on the BCIS index. If planning permission were issued this year it would be indexed linked to 2016 from a base year of 2013 and an increase of approximately 20.04% will apply.

If a Sustainable Urban Drainage system is proposed then the details of, and future management of that system, may need to form part of a S106 agreement along with any general future maintenance and management of the common parts of the site.

As discussed at our meeting the floorspace of the proposal exceeds the threshold for affordable housing set out in Policy CS9. I am awaiting guidance on the details of the requirements from the Housing Officer and will update when received.

Summary

In conclusion the principle of development is supported as a site in the urban area however further information is required regarding the impact on the adjacent trees, flood risk and access road to inform the siting and extent of development. Additionally as discussed at our meeting the design needs to be the subject of further consideration. I hope this response is of assistance and should you wish to discuss the proposal then please contact me.

Please note that the above comments are the opinion of individual Planning Officers and are in no way binding upon the Council when determining any future applications for planning permission and nor will they prejudice the outcome of any applications submitted.

This advice also only relates to planning matters, and does not relate to any other application that may be required under Building Regulations or under any other Act, Regulation, Byelaw or Order where the Council's approval may be needed. For further guidance as to the need for consent under the Building Regulations please phone 02392 446571

Validation Requirements

In order to validate and consider any subsequent application, I consider that the following documents/assessments are necessary;

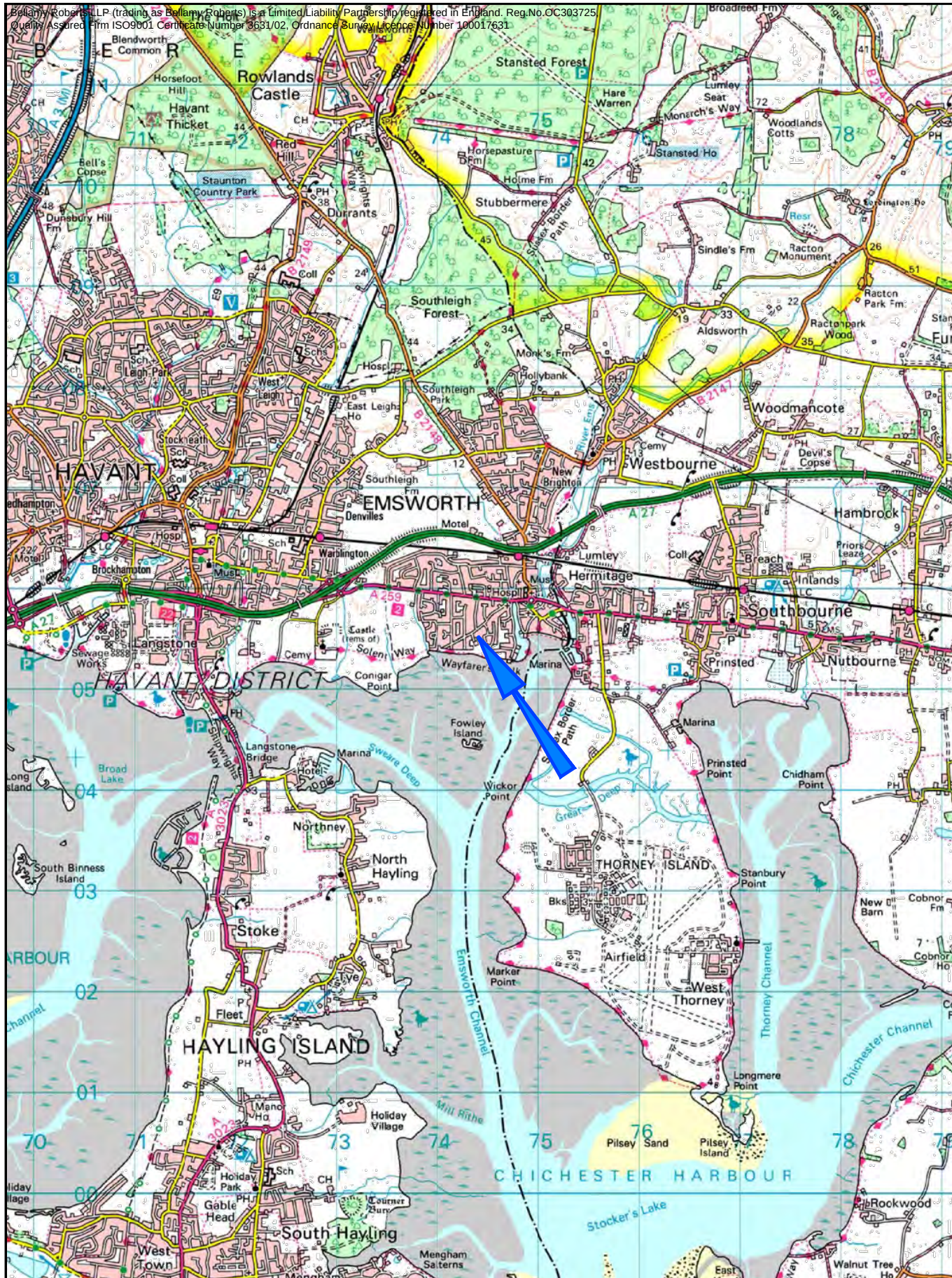
Design, Access and Planning Statement
Affordable Housing Statement
Biodiversity/ Ecological Assessment
Community Infrastructure Levy (CIL) Forms

Foul Sewage and Utility Assessment
Landscaping and Visual Impact Assessment
Tree Survey / Arboricultural Implications
Flood Risk Assessment
Drainage Strategy.

Yours faithfully

Mrs D Haywood
Principal Planner
Our Ref: GEN/16/01103

APPENDIX 2



PROJECT	Warblington Road, Emsworth
TITLE	Site Location Plan



Clover House
 Western Lane
 Odiham
 Hampshire, RG29 1TU

 Tel: 01256 703355
 Fax: 01256 704934
 Email: info@bellamyroberts.co.uk

DATE	31/10/17	DRAWN BY	ARM
SCALE	1:50,000 @ A4	CHK BY	MT
CLIENT	Premier Coastal Properties Ltd.		
DRAWING No.	5042 / 301		
REV No.			

APPENDIX 3

CrashMap

https://www.crashmap.co.uk/Search

AppsNOMBSWorld Weather Onl...Neighbourhood Sta...Traveline SEElection MapsHighway Constructi...Brexit and Trade: A...TrafWeb - Traffic O...Transport Advice P...VOA Business Rates...ParkingCowboys te...Time RecorderHighways maintena...

crashmap.co.ukMore Information...

MapSatellite



Incident Severity

Slight

Serious

Fatal

No results found

Location: Emsworth

Years: 5 of 20 years selected

Severity: Fatal, Serious, Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

CrashMap

CrashVehicleSummary

https://www.crashmap.co.uk/Search

AppsNOMBSWorld Weather Onl...Neighbourhood Sta...Traveline SEElection MapsHighway Constructi...Brexit and Trade: A...TrafWeb - Traffic O...Transport Advice P...VOA Business Rates...ParkingCowboys te...Time RecorderHighways maintena...

crashmap.co.uk

More Information...

MapSatellite

Jet Petrol Station

The King's Arms

Havant Rd

A259

Warblington Rd

Fiscal House

Waterside URC Church

Bridge Rd

Bath Rd

Bridgefoot Path

Church Path

West St

West

Incident Details

Date: 14/07/2016

Severity: Serious

Number of Vehicles Involved: 2

Number of Casualties Involved: 1

[View Detailed Report](#)

Incident Details

Date: 22/08/2017

Severity: Serious

Number of Vehicles Involved: 2

Number of Casualties Involved: 1

[View Detailed Report](#)

Incident Severity

Slight Serious Fatal

4 results found

Location: Emsworth

Years: 3 of 20 years selected

Severity: Fatal Serious Slight

Casualty Types: All Casualty Types

Vehicles Involved: All Vehicle Types

Search

Report-201644026...pdf

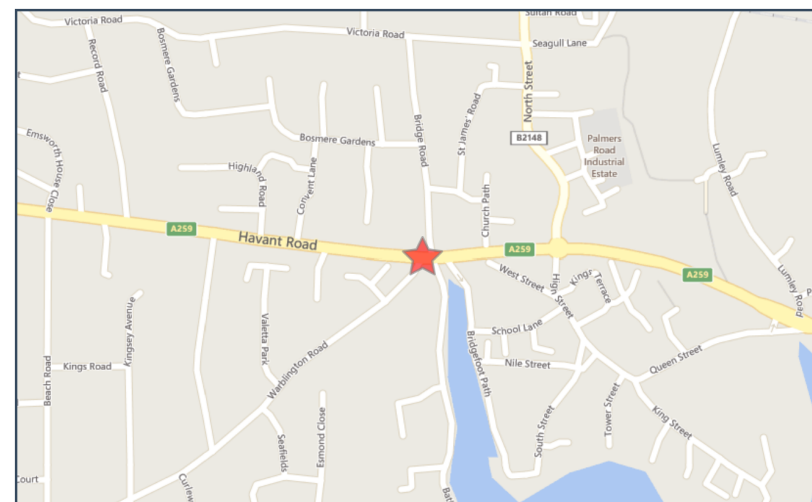
Show all



crashmap.co.uk

Crash Date: Thursday, July 14, 2016 **Time of Crash:** 7:50:00 AM **Crash Reference:** 2016440261723

Highest Injury Severity:	Serious	Road Number:	A259	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474717 105873
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Pedal cycle	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None
1	Car (excluding private hire)	11	Male	36 - 45	Vehicle is in the act of turning left	Nearside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

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

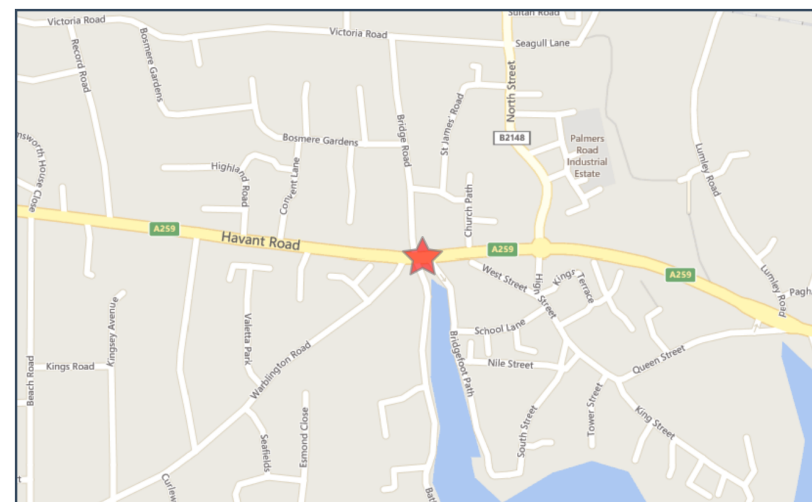




crashmap.co.uk

Crash Date: Tuesday, August 22, 2017 **Time of Crash:** 11:26:00 AM **Crash Reference:** 2017440324660

Highest Injury Severity:	Serious	Road Number:	A259	Number of Casualties:	1
Highway Authority:	Hampshire			Number of Vehicles:	2
Local Authority:	Havant Borough			OS Grid Reference:	474743 105881
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Zebra crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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



Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	18	Male	56 - 65	Vehicle is waiting to proceed normally but is held up	Back	Other	None	None
1	Van or goods vehicle 3.5 tonnes mgw and under	12	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

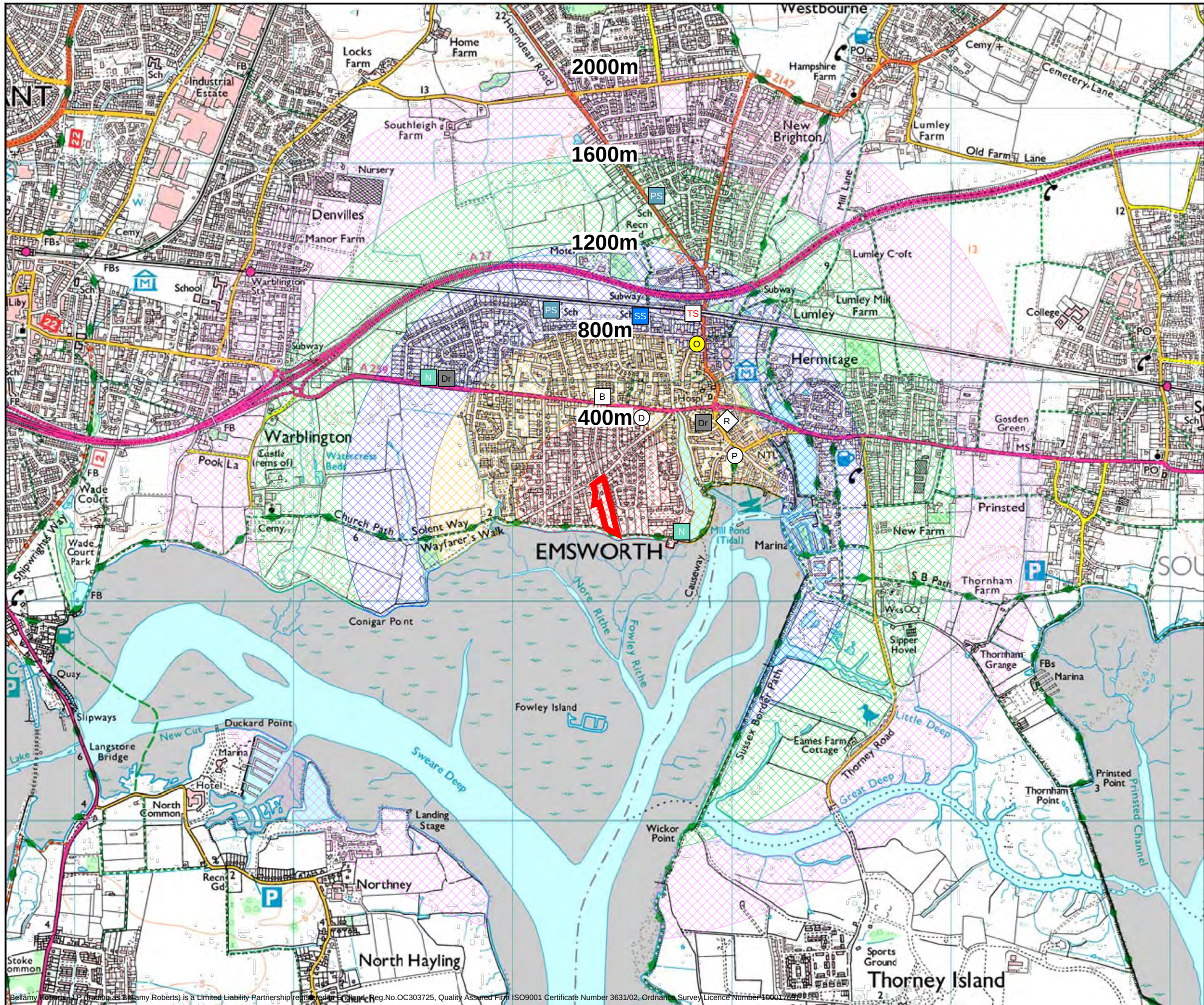
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Vehicle or pillion passenger	Male	36 - 45	Unknown or other	Unknown or other

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



APPENDIX 4



Notes

Walking Isochrones

- 0m - 400m
- 400m - 800m
- 800m - 1.2km
- 1.2km - 1.6km
- 1.6km - 2km

Facilities

- Dentist
- Doctor
- Optician
- Pharmacy
- Nursery
- Primary School
- Secondary School
- Retail
- Train Station
- Bus Stop

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

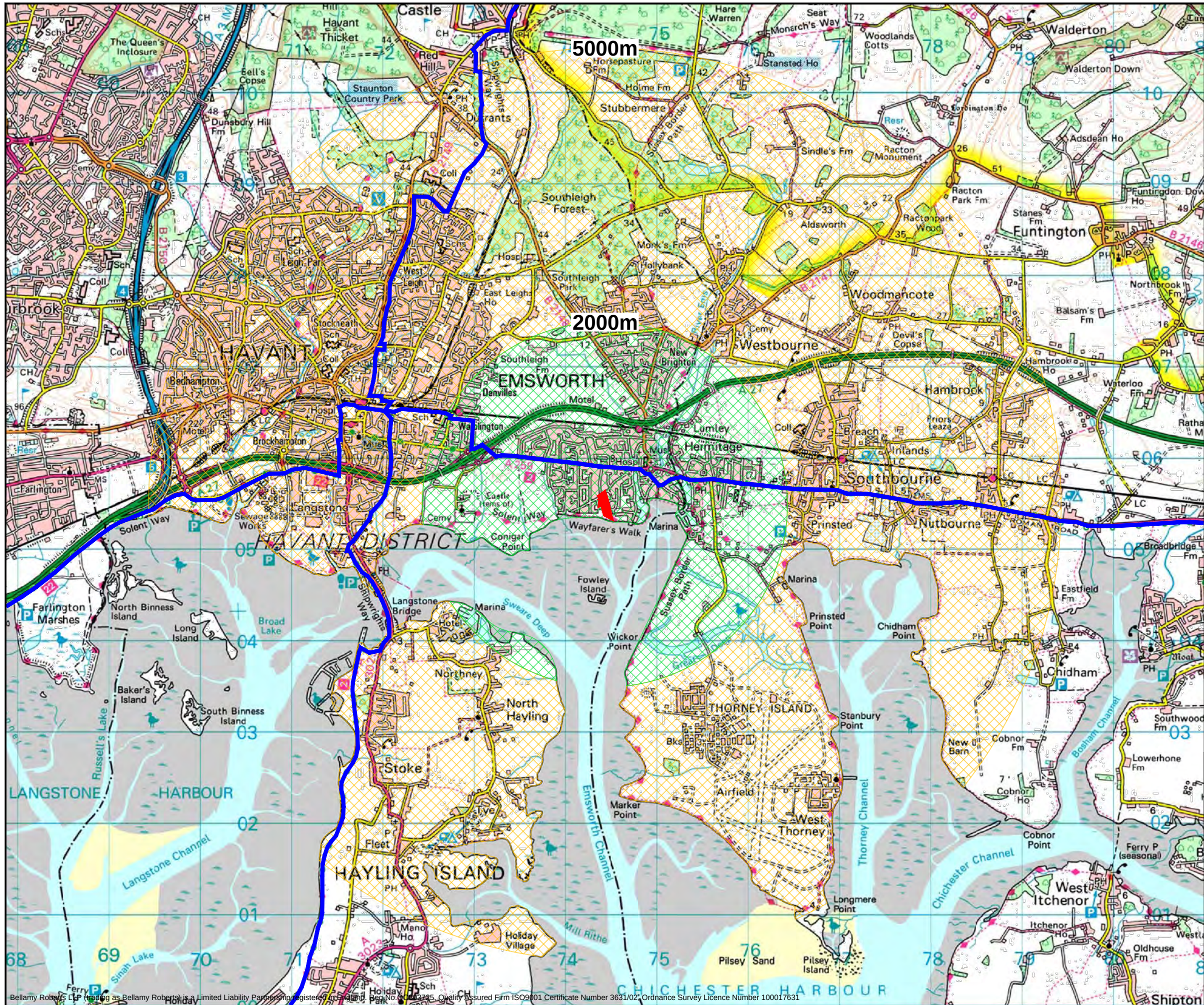
Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT
Premier Coastal Properties Ltd.

PROJECT
Warblington Road, Emsworth

TITLE
Pedestrian Isochrone

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 31/10/17	DRAWING No. 5042 / 302	
SCALE NTS @ A3	REV No. A	



Notes

— National Cycle Route

Cycling Isochrones

0 - 2km

2 - 5km



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT

Premier Coastal Properties Ltd.

PROJECT

Warblington Road, Emsworth

TITLE

Cycle Isochrone

DRAWN BY

ARM

DESIGN BY

-

CHK BY

MT

DATE

31/10/17

SCALE

NTS @ A3

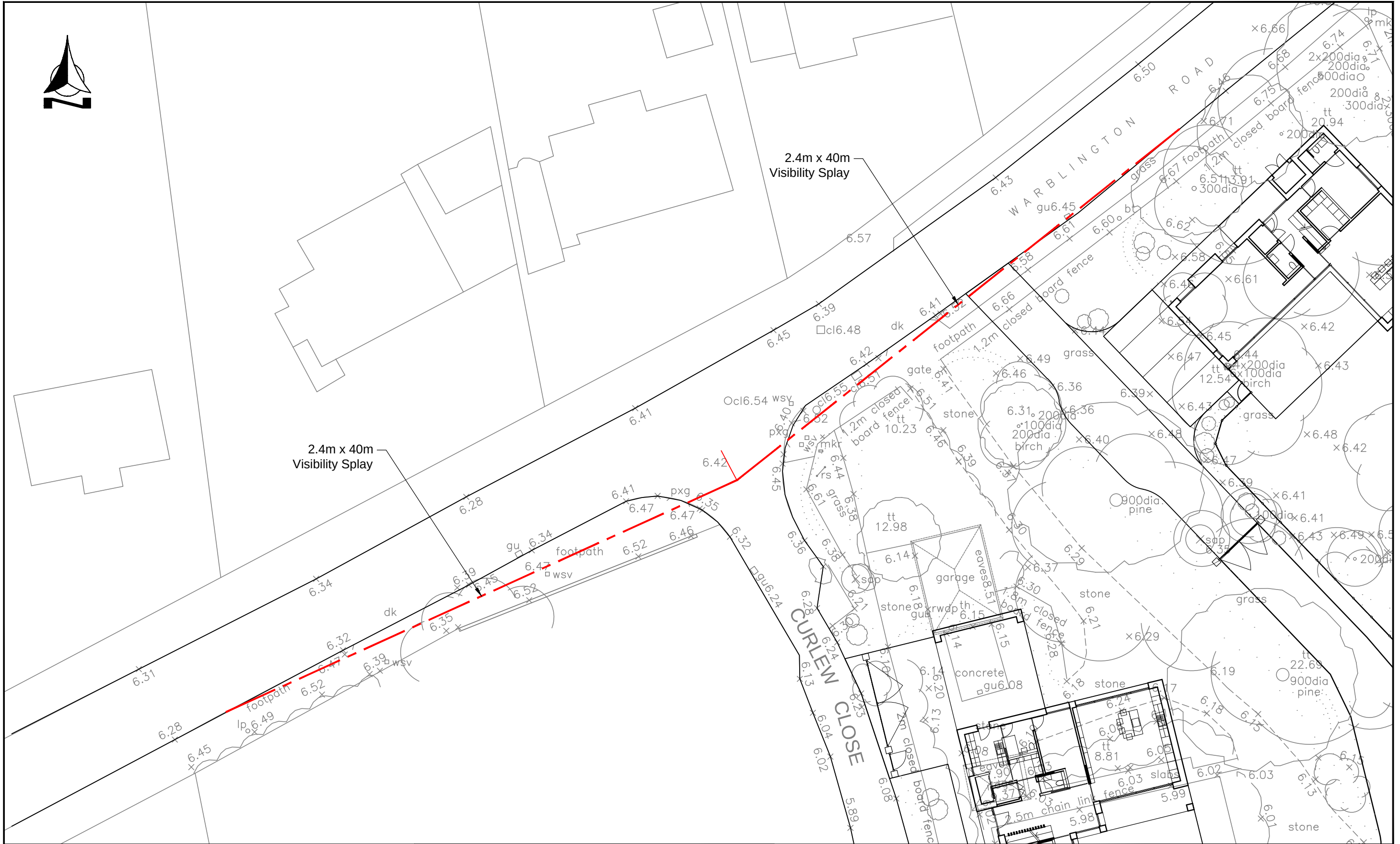
DRAWING No.

5042 / 303

REV No.

A

APPENDIX 5



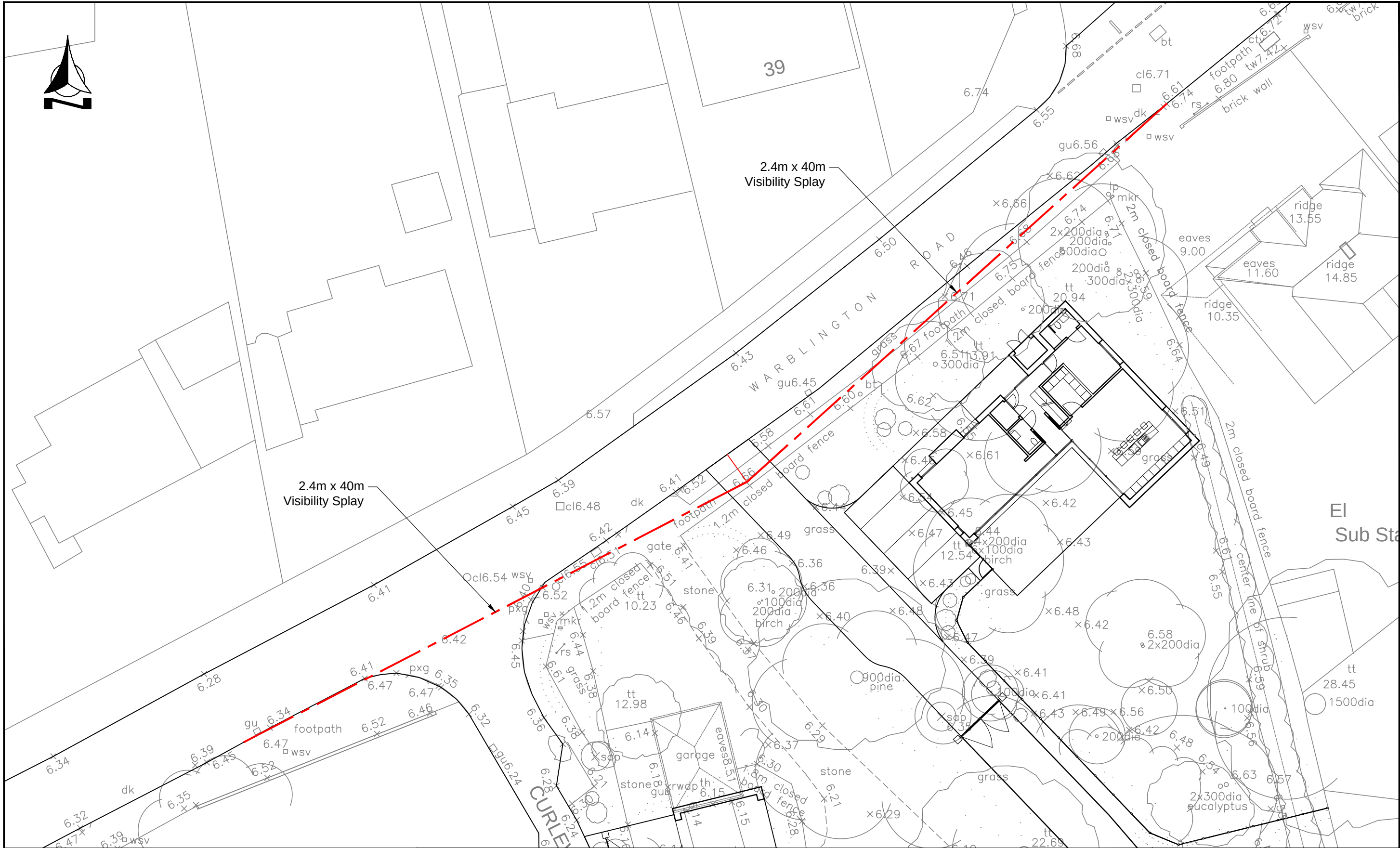
REVISION	AMENDMENT	DRAWN	DATE	CHK
A	Site Layout Updated	ARM	28/05/19	MT



Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Fax: 01256 704934
Email: info@bellamyroberts.co.uk

CLIENT Premier Coastal Properties Ltd.	DATE 30/10/17
PROJECT Warblington Road, Emsworth	DESIGN BY -
TITLE Access Visibility Sheet 1 of 2	DRAWN BY ARM
	CHECKED BY MT
	SCALE 1:250 @ A3
DRAWING No. 5042 / 001	REV No. A

bellamy
roberts

Tel: 01256 703355
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Email: info@bellamyroberts.co.uk

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APPENDIX 6

Calculation Reference: AUDIT-200601-190528-0556

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	1 days
	SF SUFFOLK	2 days
05	EAST MIDLANDS	
	LN LINCOLNSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	4 days
08	NORTH WEST	
	CH CHESHIRE	2 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	VG VALE OF GLAMORGAN	1 days

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

Secondary 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: Number of dwellings
 Actual Range: 6 to 24 (units:)
 Range Selected by User: 5 to 25 (units:)

Parking Spaces Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/11 to 22/09/17

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	4 days
Tuesday	5 days
Wednesday	4 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	17 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)	9
Edge of Town	8

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:

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

Secondary Filtering selection:

Use Class:

C3

17 days

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

Population within 1 mile:

1,001 to 5,000	3 days
5,001 to 10,000	2 days
10,001 to 15,000	6 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	4 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days
250,001 to 500,000	3 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	10 days
1.1 to 1.5	7 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

17 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

17 days

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

LIST OF SITES relevant to selection parameters

1	CA-03-A-04	DETACHED		CAMBRIDGESHIRE
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
2	CH-03-A-08	DETACHED		CESHIRE
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	CH-03-A-09	TERRACED HOUSES		CESHIRE
	GREYSTOKE ROAD			
	MACCLESFIELD			
	HURDSFIELD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	24		
	Survey date: MONDAY	24/11/14		Survey Type: MANUAL
4	LN-03-A-03	SEMI DETACHED		LINCOLNSHIRE
	ROOKERY LANE			
	LINCOLN			
	BOULTHAM			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	22		
	Survey date: TUESDAY	18/09/12		Survey Type: MANUAL
5	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
6	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	16/09/15		Survey Type: MANUAL
7	NY-03-A-07	DETACHED & SEMI DET.		NORTH YORKSHIRE
	CRAVEN WAY			
	BOROUGHBRIDGE			
	Edge of Town			
	No Sub Category			
	Total Number of dwellings:	23		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
8	NY-03-A-08	TERRACED HOUSES		NORTH YORKSHIRE
	NICHOLAS STREET			
	YORK			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	21		
	Survey date: MONDAY	16/09/13		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-11	PRIVATE HOUSING		NORTH YORKSHIRE
	HORSEFAIR			
	BOROUGHBRIDGE			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	23		
	Survey date: WEDNESDAY	18/09/13		Survey Type: MANUAL
10	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
11	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
12	SF-03-A-05	DETACHED HOUSES		SUFFOLK
	VALE LANE			
	BURY ST EDMUNDS			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	18		
	Survey date: WEDNESDAY	09/09/15		Survey Type: MANUAL
13	SH-03-A-06	BUNGALOWS		SHROPSHIRE
	ELLESMERE ROAD			
	SHREWSBURY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: THURSDAY	22/05/14		Survey Type: MANUAL
14	TW-03-A-02	SEMI-DETACHED		TYNE & WEAR
	WEST PARK ROAD			
	GATESHEAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	16		
	Survey date: MONDAY	07/10/13		Survey Type: MANUAL
15	VG-03-A-01	SEMI-DETACHED & TERRACED		VALE OF GLAMORGAN
	ARTHUR STREET			
	BARRY			
	Edge of Town			
	Residential Zone			
	Total Number of dwellings:	12		
	Survey date: MONDAY	08/05/17		Survey Type: MANUAL
16	WK-03-A-01	TERRACED / SEMI / DET.		WARWICKSHIRE
	ARLINGTON AVENUE			
	LEAMINGTON SPA			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of dwellings:	6		
	Survey date: FRIDAY	21/10/11		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	WK-03-A-02	BUNGALOWS	WARWICKSHIRE
	NARBERTH WAY		
	COVENTRY		
	POTTERS GREEN		
	Edge of Town		
	Residential Zone		
	Total Number of dwellings:	17	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

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

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

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	17	15	0.069	17	15	0.304	17	15	0.373
08:00 - 09:00	17	15	0.154	17	15	0.412	17	15	0.566
09:00 - 10:00	17	15	0.131	17	15	0.162	17	15	0.293
10:00 - 11:00	17	15	0.177	17	15	0.142	17	15	0.319
11:00 - 12:00	17	15	0.146	17	15	0.177	17	15	0.323
12:00 - 13:00	17	15	0.208	17	15	0.192	17	15	0.400
13:00 - 14:00	17	15	0.173	17	15	0.165	17	15	0.338
14:00 - 15:00	17	15	0.150	17	15	0.185	17	15	0.335
15:00 - 16:00	17	15	0.269	17	15	0.246	17	15	0.515
16:00 - 17:00	17	15	0.273	17	15	0.173	17	15	0.446
17:00 - 18:00	17	15	0.350	17	15	0.138	17	15	0.488
18:00 - 19:00	17	15	0.269	17	15	0.165	17	15	0.434
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.369			2.461			4.830

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:	6 - 24 (units:)
Survey date date range:	01/01/11 - 22/09/17
Number of weekdays (Monday-Friday):	17
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.

APPENDIX 7



Notes

Phoenix 2-18W (with Elite 2 6x4 chassis)
Overall Length 9.620m
Overall Width 2.530m
Overall Width with mirrors 3.00m
Overall Body Height 3.211m
Min Body Ground Clearance 0.416m
Track Width 2.530m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8.250m

B	Refuse vehicle updated	JCB	MT
A	Site Layout Updated	ARM	MT
REVISION	AMENDMENT	DATE	CHK

Clover House
Western Lane
Odiham
Hampshire, RG29 1TU

Tel: 01256 703355
Email: info@bellamyroberts.co.uk

CLIENT
Premier Coastal Properties Ltd.

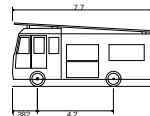
PROJECT
Warblington Road, Emsworth

TITLE
Swept Path Analysis
Refuse Vehicle

DRAWN BY ARM	DESIGN BY -	CHK BY MT
DATE 30/10/17	DRAWING No. 5042 / 201	REV No. B
SCALE 1:500 @ A2		



Notes



Dennis Sabre Fire Tender (LWB)
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock-to-lock time 5.00s
Curb to Curb Turning Radius 7.400m

B	Refuse vehicle updated	JCB	MT
A	Site Layout Updated	ARM	MT
REVISION	AMENDMENT	DATE	CHK



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

CLIENT			
Premier Coastal Properties Ltd.			
PROJECT			
Warblington Road, Emsworth			
TITLE			
Swept Path Analysis Fire Tender			
DRAWN BY		DESIGN BY	CHK BY
ARM		-	MT
DATE		DRAWING No.	REV No.
30/10/17		5042 / 202	B
SCALE 1:500 @ A2			