



VICTORIA ROAD, WATERLOOVILLE

Transport Statement

March 2024

Private Client

RESIDENTIAL DEVELOPMENT
VICTORIA ROAD
WATERLOOVILLE

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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2	24.11.22	TP	Revised Cycle Parking Numbers	SB
3	25.03.24	SKB	Revised Site Layout	KCH

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**RESIDENTIAL DEVELOPMENT
VICTORIA ROAD
WATERLOOVILLE**

TRANSPORT STATEMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of a private client to support an outline planning application for a residential development comprising of 22no. residential units at Victoria Road, Waterloooville. The site location is demonstrated in **Figure 1**, with the proposed site layout attached as **Appendix A**.

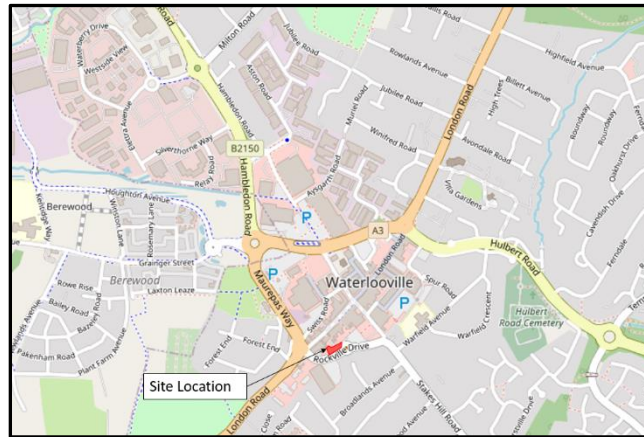


Figure 1: Site Location

- 1.2 The site is currently a mixed-use development comprising of several car related garages, including a dealership and a car wash service. There are also two properties that would be demolished as a result of the proposed development.
- 1.3 This report has been informed by accident data obtained from Hampshire Constabulary and a site visit to identify the opportunities and constraints of the site.

Planning History

- 1.4 The site was granted permission to provide garage workshops in June 1984 (reference: 17055/5). Since then, a series of Variation of Condition (VoC) applications have been submitted, as summarised subsequently.

APP/11/01505

- 1.5 A VoC application (APP/11/01505) was submitted in October 2011 to permit the use of plant and machinery, and the use of the open area for purposes in connection with the uses of units 1-4. This application was accepted, and permission was granted in June 2012.

APP/15/00030

- 1.6 A VoC application (APP/15/00030) was submitted in January 2015 to allow continued use of Unit D and associated parking spaces for car valeting. This application was accepted, and permission was granted in March 2015.

APP/17/00568

- 1.7 A VoC application (APP/17/00568) was submitted in May 2017 to allow car parking spaces 1 - 13 to be used for the purposes of car valeting in association with the existing car wash service at Units C and D; and also allowing the opening of the car valeting service from 0800 to 1900 Monday to Saturdays and 1000 to 1600 on Sundays. This application was accepted, and permission was granted in September 2017.

APP/23/00187

- 1.8 An application was submitted in March 2023 for *'Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property'* (application reference: APP/23/00187) which was subsequently withdrawn.
- 1.9 An initial objection was raised by Hampshire County Council (HCC) highways, however this was suitably addressed and prior to its withdrawal the scheme had no reason for refusal in terms of highways. Where appropriate, this is reference within this report. The highway comments received as part of the previous application are attached as **Appendix B**.
- 1.10 The remainder of this report will consider the existing site conditions and local accessibility, the development proposals including parking provisions and servicing arrangements, the likely impact of the proposed development on the operation of the local road network and the access arrangements for the site.

2. EXISTING SITE CONDITIONS

- 2.1 The existing site is situated at the southwestern extent of Waterloooville Town Centre. The site is bordered by a range of development, including residential/commercial to the north and Rockville Drive to the east, south and west. The existing site location within the context of Waterloooville is demonstrated within **Figure 2**.



Figure 2: Site Context

Local Road Network

Rockville Drive

- 2.2 The existing site is accessed via Rockville Drive. Rockville Drive connects Stakes Hill Road to the east, to London Road and Maurepas Way (also known as the A3) to the west. Rockville Drive is subject to a 30mph speed limit, with a roundabout providing access towards the site. The existing conditions along Rockville Drive are shown in **Photograph 1**.



Photograph 1: Rockville Drive Conditions

- 2.3 Within the immediate vicinity of the site there are parking restrictions in the form of double yellow lines, restricting on-street parking. The existing conditions in the vicinity of the site are shown in **Photograph 2**.



Photograph 2: Existing Conditions

- 2.4 For access onto Stakes Hill Road, a signal-controlled junction is present approximately 100m east of the site. Stakes Hill Road provides a connection between Waterlooville Town Centre (in the vicinity of the site) and Purbrook Way to the south-east of the site. Purbrook Way provides access to the A3(M) southbound, as well as towards destinations such as Leigh Park, Havant and Bedhampton.

Strategic Road Network

- 2.5 The site is well located in relation to the A3, which is a major distributor route connecting Portsmouth to London. Access onto the A3 is via a roundabout (known as the Forest End roundabout), circa 65m from the site. The roundabout divides two arms of the A3; London Road which is subject to a 30mph speed limit and Maurepas Way which is subject to a 40mph speed limit.
- 2.6 In addition, the site is located approximately 1km from the B2150 (Hulbert Road) which connects the A3 to the west to the A3(M) to the east. From the Hulbert Road/A3(M) interchange, both north and southbound movements on the A3(M) are achievable.

Personal Injury Accident Data

- 2.7 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the 5-year period between the 1st April 2017 to 31st March 2022. Whilst it is noted that this data is some 2 years out of date, the inclusion of the data was permitted as part of the previous application (APP/23/00187) when it was 8 months out of date. Given that the area has not changed since, and the proposed unit numbers are reduced for this application, it is considered that this is still acceptable. The PIA investigation is demonstrated in **Figure 3**, with the full data included in **Appendix C**.

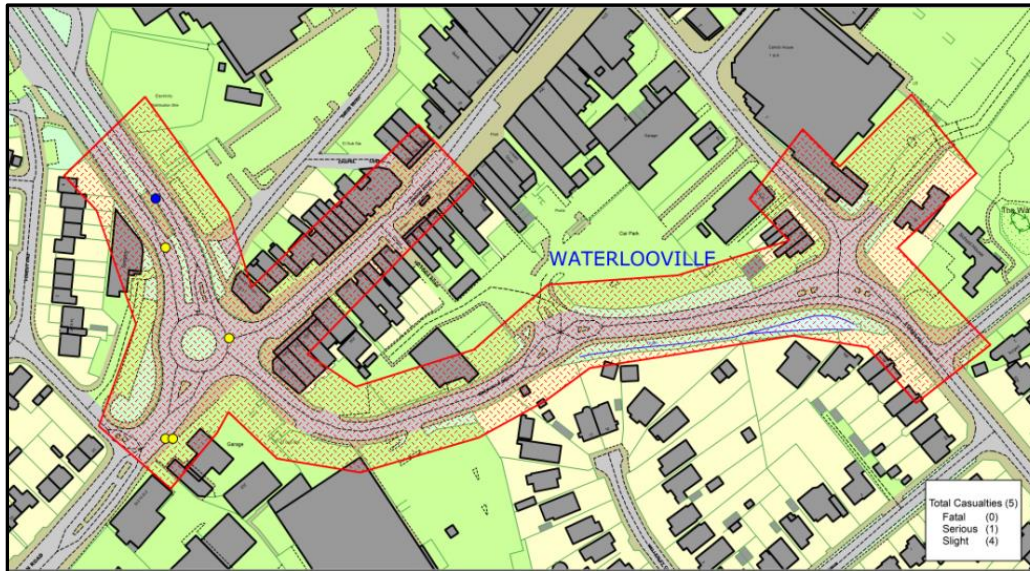


Figure 3: PIA Data (Source: Hampshire Constabulary)

- 2.8 The PIA data obtained demonstrates that there has been a total of 5 incidents recorded in the vicinity of the site, of which only 1 was classified as ‘serious’ in nature and the remaining classified as ‘slight’.
- 2.9 The ‘serious’ incident occurred on Maurepas Way and has been assessed further. The incident (which occurred on 3rd November 2021) was attributed to the wrong use of a pedestrian crossing facility by a cyclist.
- 2.10 It should also be noted that consideration has been given to the Hampshire and Thames Valley Road Traffic Collisions website for which data is available to the end of July 2023. This also does not show any incidents at the proposed site access. Two slight incidents have however, been recorded at the Stakes Hill/Rockville Drive junction which occurred in April and November 2022.
- 2.11 The data represented in **Figure 3** and incidents described within paragraph 2.10 are unrelated incidents. Therefore, **Figure 3** does not identify a highways concern that would worsen as a result of the proposed development or present a concern for future site users.

3. LOCAL ACCESSIBILITY

Local Facilities

- 3.1 As aforementioned, the site is well located in relation to the existing facilities and amenities present in and around Waterloooville Town Centre, given the site's location on the southwestern extent of the high street. The town centre provides a comprehensive range of facilities and amenities, including bus stops, a post office, pharmacy, takeaways, banks and convenience stores.
- 3.2 In addition, the site is located 650m (accessible via an 8-minute walk or 3-minute cycle) from the Wellington Retail Park, which provides amenities including a supermarket, superstores and a petrol station amongst others. A summary of the facilities in the site vicinity is presented in **Table 1**.

Amenity	Distance from Site Access (Metres)	Walking Time (80m per minute)	Cycle Time (250m per minute)
Waterloooville Highstreet	45	<1	<1
Pub / Restaurant (Number 73 Bar and Kitchen)	50	<1	<1
Bus Stop (Victoria Road)	70	<1	<1
Convenience Store	80	1	<1
Takeaway (Domino's Pizza)	80	1	<1
Bank and ATM (Barclays)	120	2	<1
Pharmacy	160	2	<1
Post Office	160	2	<1
Petrol Station (Shell)	160	2	<1
Enterprise Rent a Car	160	2	<1
Supermarket (ASDA)	240	3	<1
Place of Worship (St Georges Church)	300	4	1
Wellington Retail Park	650	8	3

Table 1: Local Amenities and Facilities

- 3.3 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). With all local amenities identified coming well within this threshold, it provides a good opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles.

- 3.4 Manual for Streets (MfS) and CIHT also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.
- 3.5 The location of the site therefore presents an excellent opportunity to encourage local journeys by walking, cycling and public transport.

Pedestrian Network

Victoria Road

- 3.6 The gentle topography of the area makes it conducive for pedestrians. In the immediate vicinity of the site, pedestrian infrastructure is present along both sides of the Victoria Road carriageway, albeit these are relatively narrow in width.
- 3.7 This is not considered to be a constraint to development however, given the nature and characteristics of this part of Victoria Road. This section is for providing rear access to properties and access to the proposed development site only. Therefore, vehicle speeds and volumes were observed to be significantly low.
- 3.8 Victoria Road provides a link between the site to Waterloo High Street, some 30m west of the site access. This link is restricted to pedestrian/cycle only access, by the presence of bollards. Dropped kerbs and tactile paving are present on London Road, where the carriageway becomes for 'buses only' through the remainder of the high street, this combination of existing infrastructure safely aids the movement of pedestrians in this area.
- 3.9 The pedestrian infrastructure in this area is demonstrated in **Photographs 3 and 4**, with opportunities to improve the infrastructure between the site and the High Street given later within this report.



Photograph 3: Victoria Road Pathway link to Highstreet



Photograph 4: Tactile Paving on Victoria Road

Rockville Drive

- 3.10 On both sides of the carriageway along Rockville Drive from the Forest End Roundabout there are 2m wide footpaths. The northern footway terminates at the Rockville Drive roundabout, with pedestrians required to cross onto the southern footway to continue their journeys. To facilitate this movement, a pedestrian refuge island complete with tactile paving is provided, enabling a safe and continuous road in the area for all non-motorised site users.
- 3.11 The High Street also benefits from a good pedestrian environment, with suitably wide footways flanking either side of the carriageway. Approximately 200m from the site, the High Street becomes fully pedestrianised, thus creating a safe environment for all non-motorised users.

Public Right of Way

- 3.12 The site is also located in proximity to several Public Rights of Way (PRoW) to the west of the site. The closest PRoW footpath route (Number: 108/11/1) is just 320m and a 4-minute walk from the site and provides a connection from Asda supermarket, through the Berewood development and onto the wider PRoW network. The local PRoW footway routes near the site are shown in **Figure 4**.

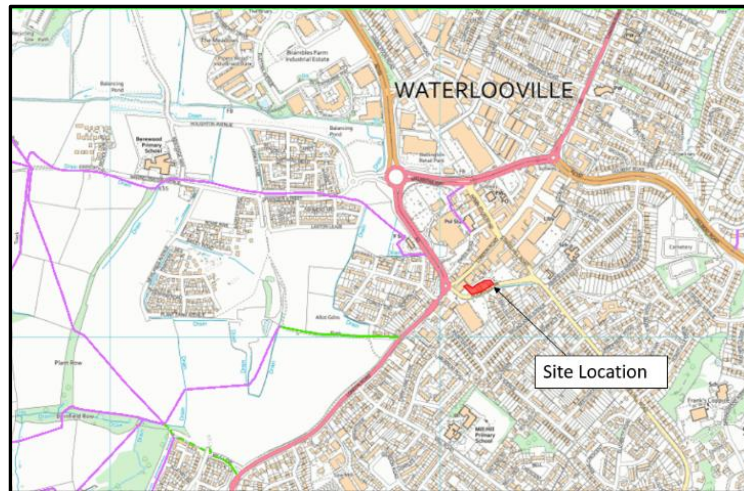


Figure 4: Public Rights of Way (Source: Hampshire County Council)

3.13 The site is therefore well located to benefit from the local PROW network.

Cycle Network

3.14 The gentle topography also makes the area attractive for cyclists. With many amenities within an accessible distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport. For journeys to the south of the site, the A3 provides segregated cycle infrastructure, with a bus and cycle lane present along both sides of the carriageway for its majority.

3.15 The site is also very well located in relation to the Havant Cycle Map, with a number of on-road, off road and cycle lanes present within the vicinity.

3.16 In addition, just 160m and less than a minute cycle from the site, National Cycle Network Route 222 is located. This route runs from Portsmouth to Petersfield. The NCN route in relation to the site is demonstrated in **Figure 5**.

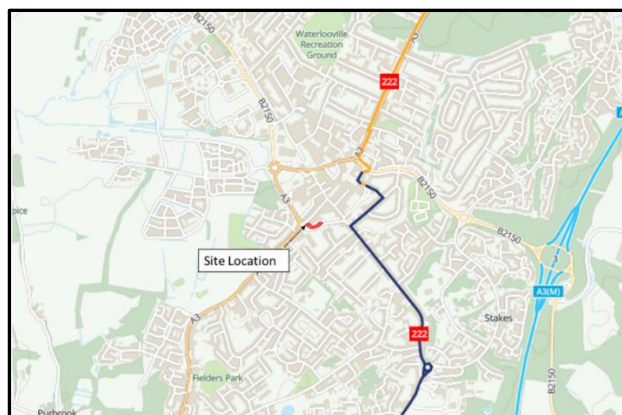


Figure 5: National Cycle Routes (Source: Sustrans)

- 3.17 The site is therefore very well located to make use of the local and national cycle routes in proximity of the site.

Bus Services

- 3.18 The closest bus stop is situated approximately 70m north of the site on London Road/Victoria Road. Additional bus stops are present within the town centre, with additional stops also available on London Road to the west of the site. The bus stops in the locale predominantly comprise bus shelters with real time timetables, seating as well as traditional flagpoles with printed timetables.
- 3.19 The closest bus stop to the site is visually demonstrated in **Photograph 5**, whilst **Table 2** sets out the services available.



Photograph 5: Victoria Road Bus Stop (Stop E)

Bus Services	Bus Stop	Route	Frequency
8 (FirstBus)	Victoria Road (Stop E)	Clanfield – Horndean – Waterlooville – QA main entrance – Portsmouth International Port – The Hard	Every 20 minutes
39 (Stagecoach)	Victoria Road (Stop E)	Wecock Farm – Waterlooville – Crookhorn – ASDA Walmart – Havant Bus Station	Every 20 minutes
37 (Stagecoach)	Victoria Road (Stop E)	Petersfield – Clanfield – Horndean – Waterlooville – Crookhorn – Havant Bus Station	Every 40 minutes
7 (FirstBus)	Waterlooville Precinct (Stop A)	Wecock Farm – Waterlooville – Crookhorn – QA main entrance – North End Junction – City Centre	Every 20 Minutes
D1 (FirstBus)	Waterlooville Precinct (Stop C)	Waterlooville Precinct – Berewood – Denmead Green – Hambledon	Every Hour
D2 (FirstBus)	Waterlooville Precinct (Stop C)	Waterlooville Precinct – Berewood – Denmead Green	Every Hour

Table 2: Local Bus Routes

- 3.20 The frequency of services to destinations including Havant and Portsmouth, coupled with their journey times (25 minutes and 40 minutes respectively) provides the opportunity to encourage commuter journeys by bus. **Table 2** therefore demonstrates that the site is very well located in relation to a number of bus services, presenting an excellent opportunity to encourage bus travel to residents.

Rail Services

- 3.21 Bedhampton railway station is accessible via a 15-minute cycle. This station provides services to Littlehampton, Portsmouth and Southsea and London Waterloo. The location of the site in relation to the station presents an opportunity to encourage cycle-rail-cycle journeys.

Summary

- 3.22 The site is well located in relation to the existing facilities and amenities within Waterlooville, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.

4. DEVELOPMENT PROPOSALS

Accommodation Schedule

- 4.1 The proposed development comprises 22no. flats across two blocks, with 7no. on site car parking spaces and 25no. cycle parking spaces. The proposed accommodation schedule is demonstrated in **Table 3**, with the site layout included in **Appendix A**.

No. of Bedrooms	No. Of Units
1 Bedroom	8
2 Bedrooms	14
Total	22

Table 3: Accommodation Schedule

Car Parking Provision

- 4.2 Car parking has been considered against the Havant Borough Council (HBC) Residential Car Parking standards (2016). Whilst the proposed development seeks outline permission (and subsequently car parking provision would be assessed fully through a Reserved Matters application), the required number of spaces has been provisionally assessed using the accommodation schedule provided within **Table 3**.
- 4.3 The vehicle parking standards are provided as maximum standards for Waterlooville Town Centre (for which the site falls within). The standards for both allocated and unallocated spaces are set out in **Table 4** below.

No. of Bedrooms	No. Of Units	Maximum Parking Provision (Allocated)	Parking Requirement (Allocated)	Maximum Parking Provision (Unallocated)	Parking Requirement (Unallocated)
1 Bedroom	8	1 space	8	0.6 spaces	5
2 Bedrooms	14	1 space	14	1 space	14
Visitor Parking	Additional 20% of unallocated parking				
Total	22	N/A	22	N/A	19

Table 4: Parking Standards and Requirements

- 4.4 **Table 4** demonstrates that the site would be required to provide between 19no. and 22no. car parking spaces for unallocated and allocated parking respectively. Additional visitor parking would also be required.

- 4.5 The proposed development seeks to provide 7no. car parking spaces. Whilst this is short of the parking requirements, the standards are provided as a maximum provision. In addition, the site is very accessible with comprehensive bus services available 70m (1 minute walk) from the site which would be promoted as a primary mode of transport.
- 4.6 Local on-street parking would also not be possible for residents, given that the area is subject to parking restrictions in the form of double yellow lines. Therefore, any overspill would not be at a detriment to the operation or safety of the local road network in line with NPPF Paragraph 115.
- 4.7 The site is also located adjacent to the Rockville Drive car park which provides 70no. spaces. The car park is a Pay and Display car park during the hours of 0800 – 1800 (Monday – Saturday) and therefore provides an opportunity for residents to park here overnight, should it be required. Similarly, visitor parking can be accommodated within this car park.
- 4.8 The location of the site also lends itself to the promotion of the Enterprise ‘Rent a Car’ facility, which is located a 2-minute walk from the site. This provides a unique opportunity to utilise and promote this service as opposed to residents owning a private vehicle.
- 4.9 It is therefore considered that the location of the site in relation to the existing facilities and amenities, on-street parking restrictions, high frequency bus services, availability of a nearby car park and Enterprise Car Club would be enough to ensure that 7no. parking spaces are suitable to serve the development site.
- 4.10 It was agreed through the previous application (APP/23/00187) that a contribution of £58,000 would be made towards improving local pedestrian and cycle infrastructure given the greater reliance on these modes, as a result of the under provision of car parking. We therefore encourage Havant Borough Council (HBC) and HCC to continue to look favourably upon the proposals in this regard.
- 4.11 All parking spaces should measure a minimum 2.4m in width by 4.8m in length with a 6m aisle width provided where appropriate, in accordance with HBC guidance. Tracking of the proposed car parking spaces on site would be undertaken as part of a Reserved Matters application.

Electric Vehicle Charging

- 4.12 EV charging apparatus will be provided for all parking spaces on site. This will ensure that the development complies with Building Regulations Part S.

Cycle Parking Provision

- 4.13 MfS (page 99) states that houses tend to have higher levels of bicycle ownership than flats, as well as explaining that convenient, safe and secure cycle parking in new developments promotes residents cycle use.
- 4.14 Consideration to HBC's cycle parking standards has been given to determine the likely number of cycle storage facilities required to serve the site. The cycle parking standards are set out in **Table 5** below.

No. of Bedrooms	No. Of Units	Cycle Parking Standard (Long Stay)	Cycle Parking Requirement (Long Stay)	Cycle Parking Requirement (Short Stay)
1 Bedroom	8	1 space per unit	8	20% of long stay standard
2 Bedrooms	14	2 spaces per unit	28	
Total	22	N/A	36	

Table 5: Cycle Parking Standards

- 4.15 **Table 5** demonstrates that the site would be required to provide 36no. long stay cycle parking spaces, with additional space for short stay cycle parking.
- 4.16 The SPD states that all properties should be provided with long stay, secure and overnight cycle storage facilities, and communal bicycle storage should allow the frame and both wheels to be locked to the fixture. Demonstrated on the site layout in **Appendix A**, the proposed development will provide 25no. bicycle parking spaces in a safe and secure communal area, with an additional 2no. spaces provided per one bedroom flat (8no units) within the entrance hallways. This therefore gives a total of 41no. cycle spaces within the site.
- 4.17 Sheffield cycle hoops are available on London Road, adjacent to the bus stop demonstrated in **Photograph 5**. These hoops provide cycle parking for 10no. cycles and are therefore suitable to accommodate visitor parking associated with the site.

Access Arrangements

- 4.18 The proposed development would be served via a continuation of the existing carriageway, as per the existing arrangements on site. Victoria Road in this area measures approximately 5.5m in width which is sufficient to accommodate two cars passing simultaneously.
- 4.19 It was observed whilst on site that there is a loading bay outside the site frontage, and therefore consideration has been given through an access tracking exercise that a vehicle can safely enter or exit the site should a vehicle be parked in this bay. This is included in **Appendix D**.

- 4.20 With regard to the previous application (APP/23/00187), it is also re-confirmed that the area to the south of the building block will not be open for vehicles to park, which we trust remains acceptable.
- 4.21 Visibility has not been assessed given that the site will be served via a continuation of the existing carriageway. Should a vehicle be parked in the loading bay, the straight alignment of the carriageway ensures that oncoming vehicles have sufficient visibility to enable vehicles to pass safely.

Refuse and Servicing

- 4.22 It is envisaged that refuse collection will be via the Victoria Road carriageway, as per the existing arrangement on site. A bin store will be located in a suitable location to ensure the site conforms to MfS design guidance. This will be confirmed through the RM application.
- 4.23 A fire tender would also be able to get within 45m of all properties, in accordance with building regulations. Again, this will be confirmed through the RM application.
- 4.24 As per the previous application (APP/23/00187), it is proposed that deliveries to the site and refuse collection would occur from the carriageway. The highway comments received (and included in **Appendix B**) state that *'given the low number of movements in this location, the Highway Authority are satisfied with this arrangement'*. We therefore encourage HCC to continue to look favourably upon this development in this regard.

Pedestrian Access

- 4.25 As aforementioned, pedestrian infrastructure is present along both sides of the Victoria Road carriageway, albeit these are relatively narrow in width. Through the previous application (APP/23/00187), HCC requested a formalised footway along the northern frontage of the site to provide pedestrians a safe location to exit the site and walk towards the town centre.
- 4.26 To address the comments, a drawing has been prepared (which was subsequently approved as part of the previous application). This is included in **Appendix E** and demonstrates that a 2m wide footway can be provided along the north-eastern edge of the site, reducing to 1.6m heading west towards the vehicle loading bay. A dropped kerb crossing (complete with tactile paving) is also proposed as shown on the drawing.
- 4.27 As a result of the footway improvements, localised narrowing of the carriageway is required, which has been tracked to ensure is suitability. This is also shown in **Appendix E**.

- 4.28 As stated within the highway comments received as part of the previous application, *'The Highway Authority are satisfied that the western end of Victoria Road is a low speed, low flow environment which means that the chances of two vehicles having to pass concurrently is low. The betterment to pedestrians is considered to outweigh the need to retain the current carriageway width in light of HCC emerging LTP4 guidance which seeks to prioritise pedestrian and cycle movements over the private car'.*

5. TRAFFIC IMPACT ASSESSMENT

- 5.1 This section of the report assesses the likely vehicular impact of the proposed development on the operation of the local road network.

Existing Site Uses

- 5.2 The site is currently a mixed-use development comprising a car dealership garage, a car wash service, a car tyres mechanical garage and a car repairs garage. There are also two properties that would be demolished as a result of the proposed development.
- 5.3 Given that a previous application has been submitted (and accepted in regard to highways in terms of traffic impact), for 29no. flats an assessment of the existing site uses has been removed, and instead an assessment made for the proposed site, against the previously accepted scheme.

Previous Scheme – APP/23/00187

- 5.4 As aforementioned, an application was submitted for 29no. flats for which no objection was made by highways in relation to traffic impact. **Table 6** summarises the previously submitted trip rates and traffic generation for the site.

	AM Peak Period (0800-0900)		PM Peak Period (1700-18000)		Total (12 Hour: 0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Unit	0.068	0.237	0.178	0.102	2.723
Traffic Generation (29 Units)	2	7	5	3	79

Table 6: Previously Accepted Traffic Generation (29no. units)

- 5.5 **Table 6** demonstrates that for a 29no. units flatted development, it is anticipated that it would generate 9 vehicle trips in the AM peak period, 8 vehicle trips in the PM peak period and 79 vehicle trips across a 12-hour period.

Proposed Scheme

- 5.6 The revised scheme seeks to provide 22no. flats. As such, using the trip rates submitted previously, the anticipated traffic generation is summarised in **Table 7** below.

	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total (12 Hour: 0700-1900)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Unit	0.068	0.237	0.178	0.102	2.723
Traffic Generation (22 Units)	2	5	4	2	60

Table 7: Proposed Development Traffic Generation

- 5.7 **Table 7** demonstrates that for a 22no. units flatted development, it is anticipated that it would generate 7 vehicle trips in the AM peak period, 6 vehicle trips in the PM peak period and 60 vehicle trips across a 12-hour period.

Net Impact Assessment

- 5.8 A net impact assessment has been undertaken to determine the likely impact of the proposed development in comparison to the previous scheme. The net impact assessment is provided in **Table 8**.

	AM Peak	PM Peak	Total (12 Hour)
Previous Site (29no. Flats)	9	8	79
Proposed Site (22no. flats)	7	6	60
Net Impact	-2	-2	-19

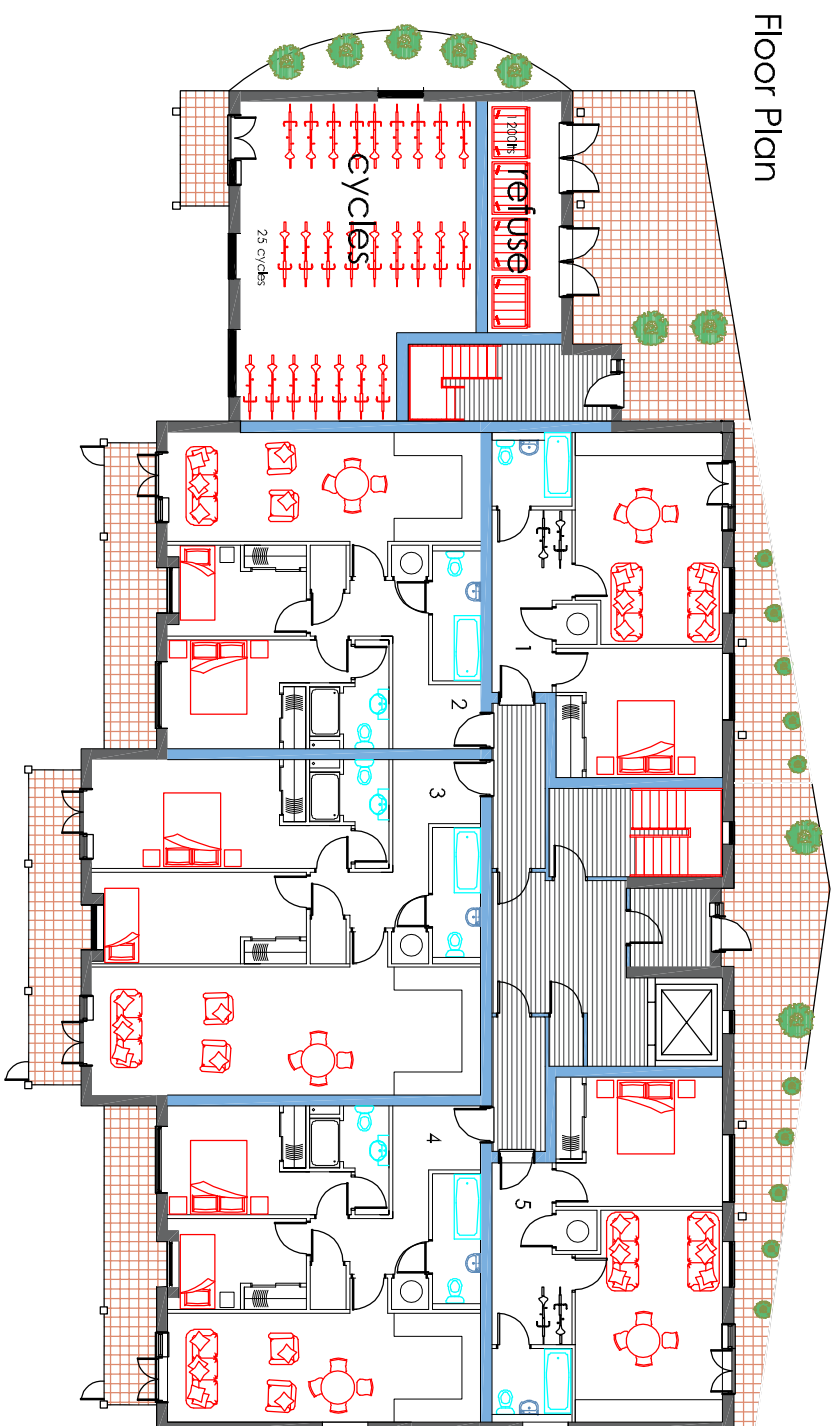
Table 8: Net Impact Assessment

- 5.9 **Table 8** demonstrates that the proposed development would result in a reduction of 2 vehicle trips in both the AM and PM peak periods and 19 fewer trips across a 12-hour period.
- 5.10 Given that HCC look favourably upon the development for a higher quantum of units, we anticipate this to remain the case for the proposed scheme.

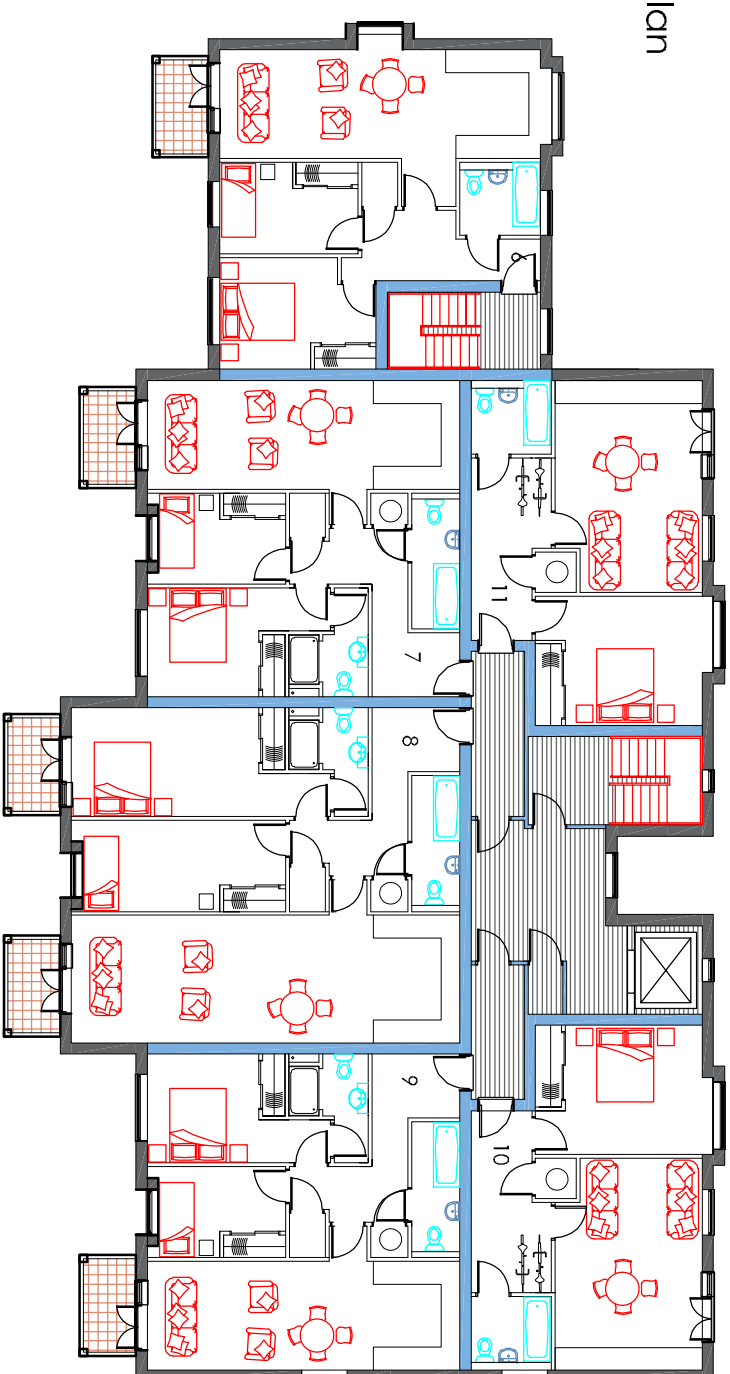
6. SUMMARY AND CONCLUSION

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of a private client to support an outline planning application for a residential development comprising 22no. dwellings at Victoria Road, Waterlooville.
- 6.2 An application was submitted in March 2023 for *'Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property'* (application reference: APP/23/00187) which was subsequently withdrawn. Whilst an objection was initially raised by Hampshire County Council (HCC) highways, this was suitably addressed and therefore the scheme had no reason for refusal in terms of highways.
- 6.3 The site is well located in relation to the existing facilities and amenities within Waterlooville Town Centre, thus presenting an excellent opportunity to promote sustainable travel and create a sustainable development.
- 6.4 The proposed development comprises of 22no. privately owned residential flats. Car parking has been considered against HBC's maximum car parking standards, with the suitability of such parking considered against the local opportunities and constraints. Cycle parking will be provided in accordance with HBC's standards, with a dedicated cycle store located on the western side of the building, and space within individual flats. Car and cycle parking will be further detailed in the supporting RM application.
- 6.5 Access to the site will be via a continuation of the existing carriageway. It has been demonstrated that there is sufficient space to enable two cars to pass simultaneously, or if a vehicle is in the loading bay, another vehicle can pass. The straight alignment of the carriageway in this location doesn't make visibility a constraint to development. Footway improvements have been presented to enhance the provision within the immediate site vicinity.
- 6.6 A net impact assessment has been undertaken which demonstrates that the proposed development would result in a reduction of 2 vehicle trips in both the AM and PM peak periods and 19 fewer trips across a 12 hour period, when compared to the previously scheme which was found to be acceptable on in relation to highways.
- 6.7 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation of the local road network. We would therefore encourage HCC to continue to look favourably on this development in relation to highways.

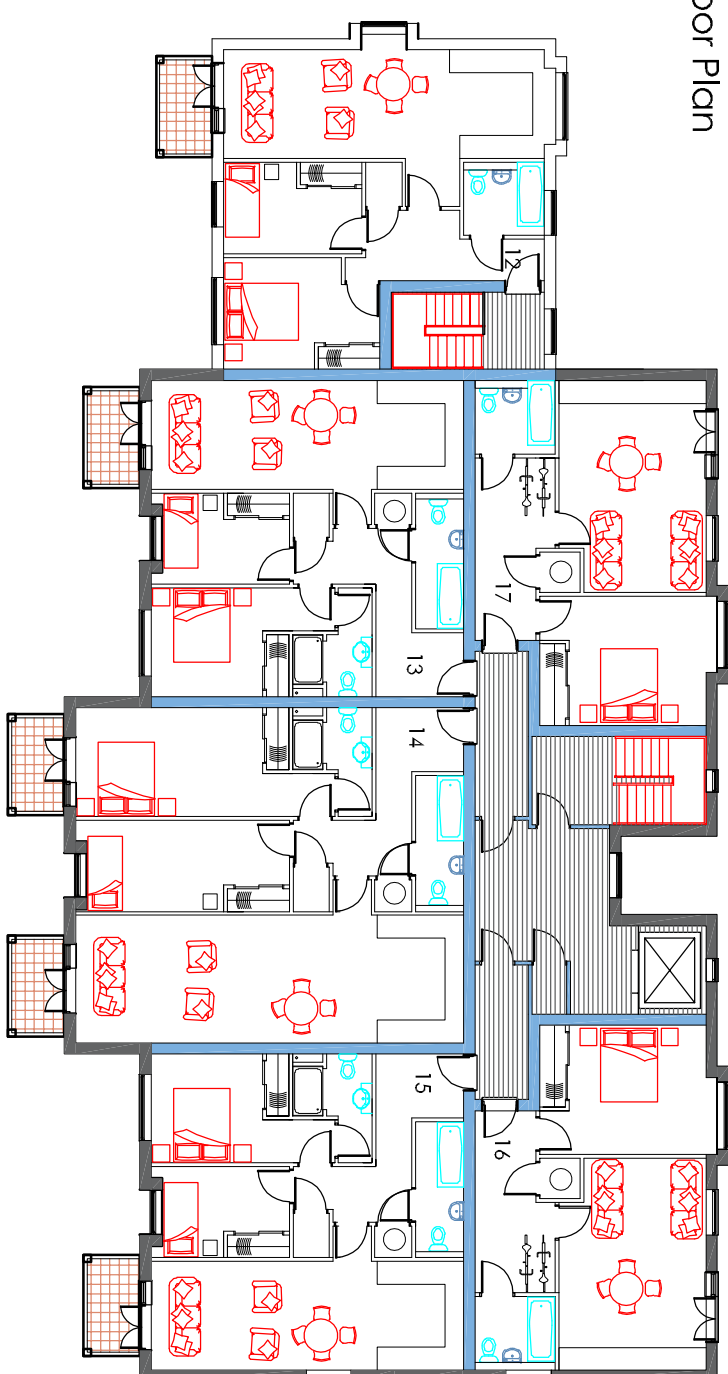
Appendix A



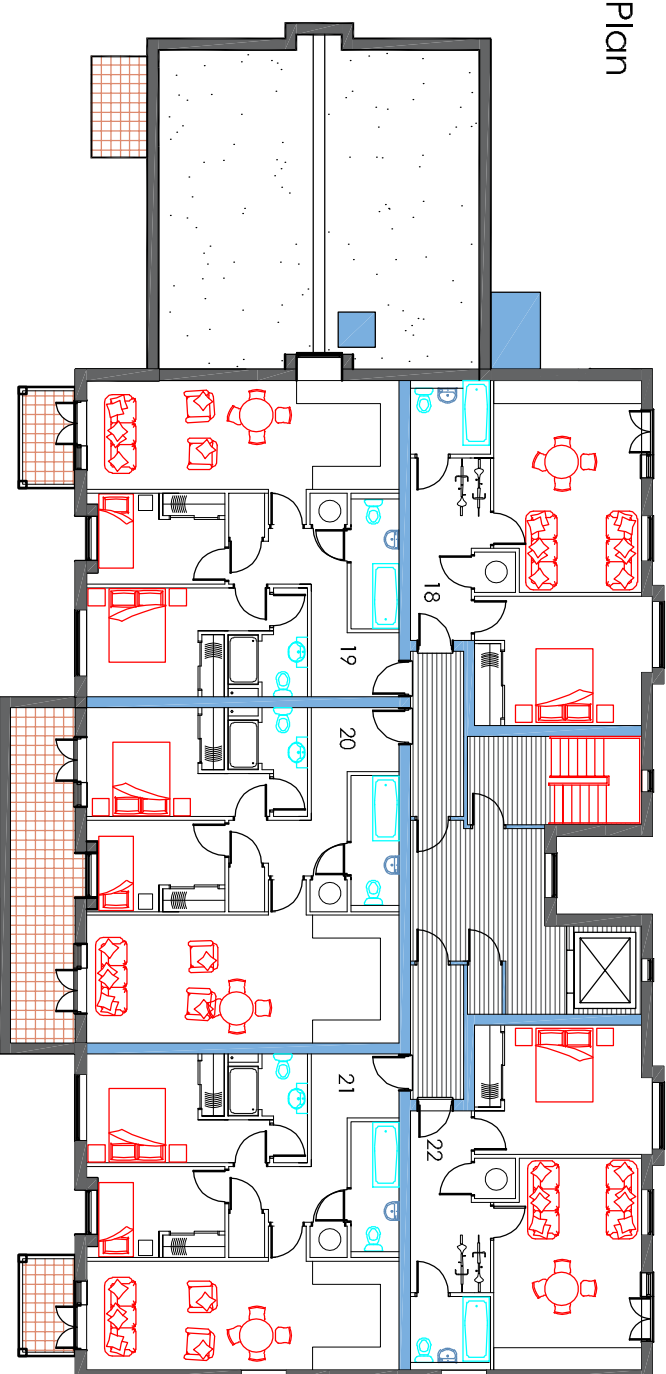
First Floor Plan



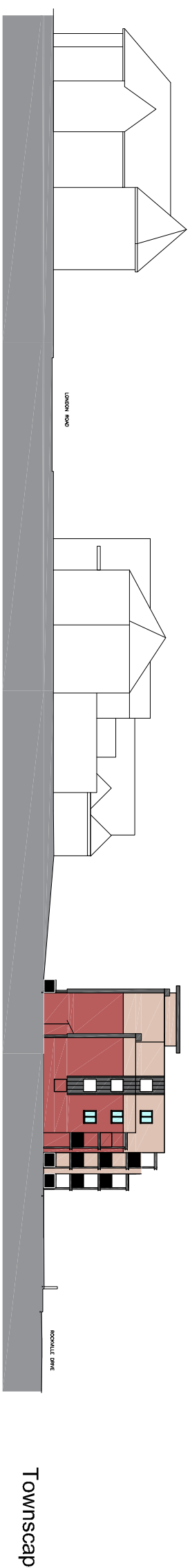
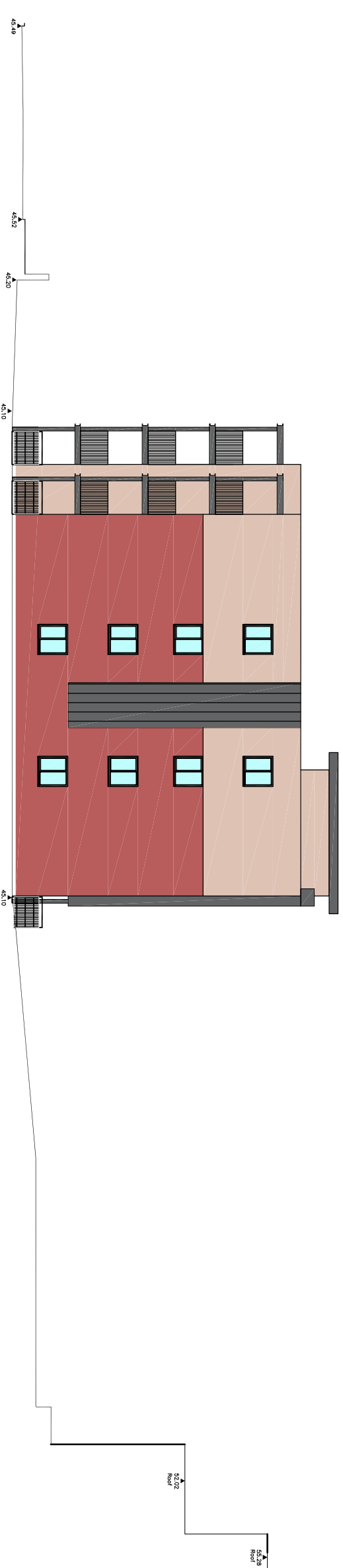
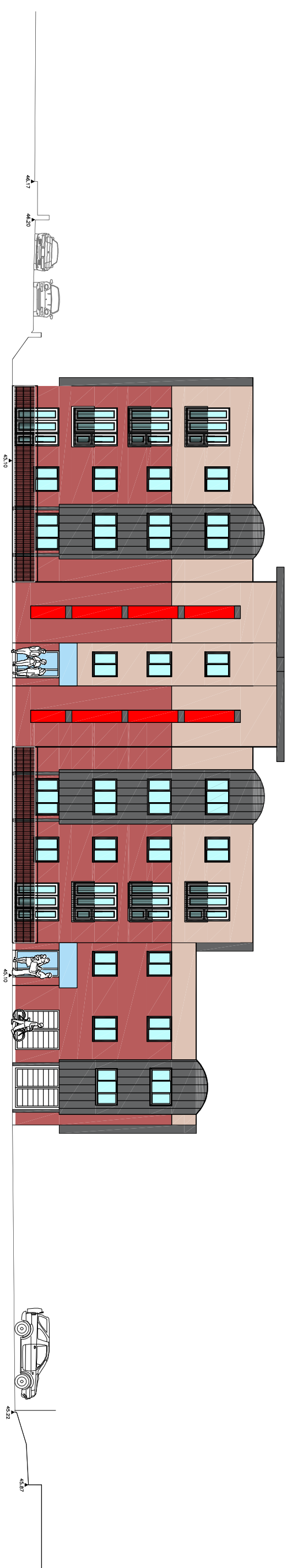
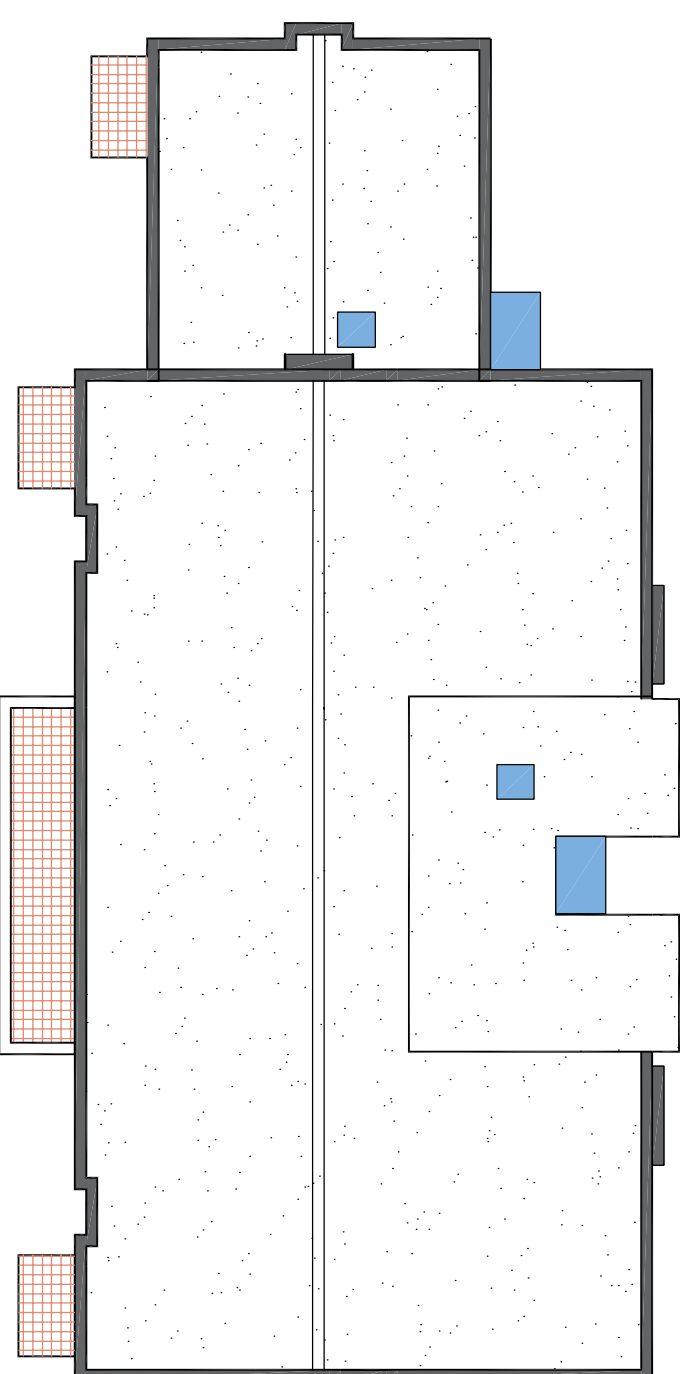
Second Floor Plan



Third Floor Plan



Roof Plan



Revision	Description	Date	Drawn

Land at Victoria Road
Waterlooville
Hampshire

Drawing Title:

Proposed Redevelopment

Chris Flint Associates Ltd

CHARTERED SURVEYORS - PROJECT MANAGER
DEVELOPMENT CONSULTANTS

Drawn By CF	Date 01/02/24	SHEET SIZE A1	Approved By	Date
----------------	------------------	------------------	-------------	------

Drawing No.	Revision
CFA FULL 01	1-100

PLANNING

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Appendix B

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Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 0370 7790 563
Date 20 April 2023

My reference 049320
Your reference APP/23/00187
Email havantdc@hants.gov.uk

Dear Ms L Richardson,

Unit 1, Victoria Road and 234 London Road, Waterloooville, PO7 7ET

Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property.

Thank you for consulting the Highway Authority on the above planning application.

To address the highway implications of the proposed development, the applicant has submitted a Transport Statement (TS). Following a review of this document and the associated plans, the Highway Authority wish to make the following comments.

Existing Conditions

The proposed development is bordered to the west and south by Rockville Drive and the Rockville Drive public car park to the east. Rockville Drive provides access to the Forest End roundabout which provides onwards connections to the A3 and Waterloooville town centre. To the east, access is provided to Stakes Hill Road, which can be used to access the strategic road network via Purbrook Way.

The site is currently subject to a range of land uses providing car related facilities, alongside two dwellings. All of these existing buildings would be removed and replaced as part of the proposed development.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been provided for a 5 year period up to March 2022. Whilst it is noted that the accident data is a year out of date, the Highway

Director of Hampshire 2050
Gary Westbrook

Authority are satisfied in this instance that there are no accident clusters which would be exacerbated by the proposed development.

Sustainable Transport Provision

Walking and Cycling

Given the site's location to the south of Waterlooville town centre, a number of facilities sit within a walkable distance, based on the parameters identified within the CIHT's 'Providing for Journeys on Foot' document. To access the majority of these facilities, pedestrians will head north from the site via Victoria Road, where continuous footways are then provided throughout the town centre.

Cycle facilities are provided along the A3 in the form of a combined bus and cycle lane which provides cyclists with a route heading south from the site. There are also a number of facilities available within a cyclable distance from the development.

Given the under provision in parking referred to later on in this response, the development will be heavily dependent on trips made via walking and cycling, alongside bus travel. The draft Havant Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a number of measures within the Waterlooville Core Walking Zone to improve the walking and cycling network in and around the town centre, which also encompasses Rockville Drive. These are routes which will be frequently utilised by pedestrians and cyclists of the site who would therefore benefit from the improvement measures. The applicant should engage with the Highway Authority in agreeing a suitable contribution towards pedestrian and cycle infrastructure, commensurate with the scale of development.

Bus

Waterlooville town centre is served by a number of bus facilities which provide frequent services to Havant and Portsmouth. These facilities are within a walkable distance from the site and therefore represent an alternative mode of transport to the private car.

Rail

The nearest form of rail travel to the site is Bedhampton Station, located circa 3 miles away. Given the distance to the station, it is considered unlikely that rail travel will be utilised by occupants of the site.

Proposed Development and Car Parking Provision

The proposed development consists of 29 flats, split into 13 1 bed units and 19 2 bed units. Vehicular access to the site will be taken via the existing route provided via Rockville Drive, which runs along the northern boundary of the development.

According to HBC's parking SPD, the development will require 29 car parking spaces; however, it is noted that 8 will be provided. It is generally acknowledged that car

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parking provision within Waterlooville town centre can be reduced given the sustainable nature of the area, subject to alternative modes of travel being promoted and supported through the development. In their capacity as local parking authority, HBC should confirm whether the proposed quantum of parking is acceptable in this location. The applicant should also confirm whether parking spaces will be allocated to particular properties to ensure that it is clear to future occupiers whether they will own a parking bay on site.

25 cycle parking spaces are proposed within a secured communal area, with an additional 2 spaces per one bedroom flat within the entrance hallways, totalling 51 cycle parking spaces. The Highway Authority considers the quantum of cycle parking to be appropriate for the scale of development.

Site Access

Vehicular access to the site will be provided from Rockville Drive in the north west corner of the site, where the existing access to the car park is provided. Opposite the site access, a loading bay servicing one of the existing businesses is provided, reducing the space available for vehicles to enter and egress the development.

Tracking has been provided in drawing number 020.0802.001 to show a family car entering and exiting the site whilst a delivery vehicle is parked in the layby. It is noted that a track speed of 5mph has been used – this should be amended to 10mph to represent a reasonable track speed and the drawing re-provided to demonstrate that the movement can be undertaken. Tracking should also be provided for a delivery vehicle entering the car park, turning and exiting passed a vehicle parked in the layby given that deliveries are likely to be commonplace where residents are less likely to own a car.

The development will front onto the narrow footway provided along the southern side of the access road into the development. Given that the development is reliant on promoting sustainable transport in the absence of vehicle parking provision, the footway should be widened to 2m across the site frontage to provide pedestrians with a safe and suitable area to walk and access the development and the local facilities. A tactile paving crossing point should also be provided to ensure pedestrians have a dedicated crossing point to the north to access Victoria Road.

It is noted that the TS assumes that refuse vehicles will service the site from Victoria Road, replicating the existing situation. Confirmation is sought from the LPA and/or the refuse service that this is the case to ensure that a refuse vehicle will not be expected to enter the site when servicing the development.

Confirmation is sought from the applicant that access to the area south of the building block will be inaccessible for vehicles. Should this remain open (as it appears in the block plan), it is likely that cars will use this area to park away from the formally

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Gary Westbrook

designated bays, potentially encouraging further car ownership for occupants who are not designated a parking bay.

Traffic Impact

To understand the current and forecast trip generation from the site, the applicant has interrogated the TRICS database.

Given that there are a number of existing land uses which do not fall into the categories identified within the database, a number of trip rate assumption have been made within the report. For robustness, it has been assumed that there are no vehicular trips generated by the car wash and garage services during the AM and PM peak hours. The remaining car dealership and two residential dwellings result in extant trip generation of 2 and 1 trips in the respective AM and PM peak hours, with 57 movements over a 12 hour period.

A TRICS assessment has also been undertaken for the proposed flats which forecasts that the site will generate a total of 9 trips in the AM peak hour and 8 trips in the PM peak hour, equating to a net increase of 7 trips across both of the assessment periods. The trips over a 12 hour period are also forecast to increase by 22 to 79. Whilst there is a net increase in trips across both peak hours and the day, the Highway Authority does not consider that junction modelling is required in this instance.

Recommendation

The Highway Authority require the following additional information before a recommendation can be made on the proposed development:

- Engagement with the Highway Authority regarding a contribution towards pedestrian and cycle infrastructure in the Waterlooville area;
- Amended tracking drawings;
- Widening of the footway along the northern boundary of the development; and
- Confirmation from the LPA/refuse collection company regarding the servicing arrangements for this site.

I trust that the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst

Director of Hampshire 2050
Gary Westbrook

Director of Hampshire 2050
Gary Westbrook



Hampshire
County Council

Head of Planning
Havant Borough Council
Civic Offices
Civic Centre Road
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Hampshire
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Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Chris Hirst	<i>My reference</i>	-
<i>Direct Line</i>	0370 779 0563	<i>Your reference</i>	APP/23/00187
<i>Date</i>	19 th June 2023	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Leanne Richardson

Dear Madam,

Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two-bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property. | Unit 1, Victoria Road and 234 London Road, Waterlooville, PO7 7ET.

Thank you for reconsulting the Highway Authority on the above planning application.

The applicant has submitted updated drawings and engaged in direct discussion with the Highway Authority to agree a contribution towards pedestrian and cycle infrastructure.

Following a review of the latest information and conclusion to the aforementioned discussions, the Highway Authority wish to make the following comments.

Site Access and Footway Works

The Highway Authority previously requested the provision of a formalised footway along the northern frontage of the development to provide pedestrians with a safe location to exit the site and walk towards Waterlooville town centre.

The applicant has subsequently produced drawing number 020.0802-0002 which provides a 2m footway along the north eastern edge of the site, reducing to 1.6m heading west towards the vehicle loading bay. A crossing point has been shown to allow pedestrians to cross to the northern side of Victoria Road via tactile paving and a dropped kerb. Whilst the tactile paving

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on the northern side of the crossing point will need to be amended, the Highway Authority are satisfied that this can be undertaken as part of the detailed design check process.

By implementing the footway, localised carriageway narrowing will be required, which is also reflected within the drawing. Tracking has been provided which demonstrates that two vehicles can pass at 10mph through the pinch point. The Highway Authority are satisfied that the western end of Victoria Road is a low speed, low flow environment which means that the chances of two vehicles having to pass concurrently is low. The betterment to pedestrians is considered to outweigh the need to retain the current carriageway width in light of HCC emerging LTP4 guidance which seeks to prioritise pedestrian and cycle movements over the private car.

Tracking has also been provided in drawing number 020.0802.001 Rev A to demonstrate that a vehicle can track past a delivery vehicle parked in the servicing bay at 10mph. The Highway Authority are satisfied that there is sufficient space to undertake this manoeuvre whilst also taking account of the revised kerbline.

The Highway Authority are therefore satisfied with the principle of the works shown in drawing number 020.0802-0002, subject to the applicant entering into a Section 278 agreement to deliver the improvements.

Layout and Servicing Arrangements

The applicant has confirmed that it is intended that deliveries to the site will be made via the carriageway on Victoria Road and therefore will not enter the site. It is understood that a refuse vehicle will also service the site from the carriageway. Given the low number of movements in this location, the Highway Authority are satisfied with this arrangement.

The applicant has also clarified that the area to the south of the building block will not be open for vehicles to park which is also considered acceptable.

Pedestrian and Cycle Contribution

As outlined in the Highway Authority's previous response, there is an under provision in car parking spaces provided on site. This places a greater reliance on trips on foot or via bicycle which should be suitably encouraged by improving local pedestrian and cycle infrastructure in and around the site.

Following conversations with the applicant, a £58,000 contribution has been agreed towards pedestrian and cycle improvements in Waterlooville town centre. These measures will help to increase permeability throughout the town centre, directly benefitting occupants of the site who are expected to travel on foot or via bicycle. The contribution will be secured via a suitably worded obligation in the S106 agreement.

Recommendation

The applicant has satisfactorily addressed the Highway Authority's previous comments. The Highway Authority therefore recommends no objection, subject to the following conditions and obligations:

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

S106 Obligations

- Prior to commencement of development, to enter into a S278 agreement with the Highway Authority for the works shown in principle in drawing number 020.0802-0002. To deliver these works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the £58,000 highway contribution.

I trust that the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst

Appendix C

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

Notes:

Selected Polygon:AW ROCKVILLE DRIVE WATERLOOVILLE BACS/SR

44180179759 15/05/2018 Time 1437 Vehicles 2 Casualties 1 Slight
E:468005 N: 109118 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING NW OUT OF SHELL GARAGE FORECOURT AND ONTO A3 LONDON ROAD
COLLIDES WITH VEH2 (P/CYCLE) TRAVELLING NE ALONG THE PAVEMENT OF A3 LONDON ROAD.
Occurred on A3 LONDON ROAD, AT JUNCTION WITH FOREST END, WATERLOOVILLE, HAMPSHIRE.

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

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Cleared junction or waiting/park First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 22 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 22 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

44190280525 08/08/2019 Time 1700 Vehicles 2 Casualties 1 Slight
E:468005 N: 109196 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH2 (P/CYCLE) TRAVELLING NE CROSSES A3 MAUREPAS WAY ON THE PEDESTRIAN CROSSING WHILE THE LIGHT WAS ON AMBER. VEH1 (CAR) TRAVELLING NW ALONG A3 MAUREPAS WAY CONTRAVENED AMBER LIGHT AND COLLIDED WITH VEH2.

Occurred on A3 MAUREPAS WAY, 27 METERS N OF FOREST END ROUNDABOUT, WATERLOOVILLE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 25 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from SW to NE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ROCKVILLE DRIVE WATERLOOVILLE BACS/SR1122/142")

Notes:

44200016829 14/01/2020 Time 1751 Vehicles 2 Casualties 1 Slight
E:468031 N: 109159 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: Pelican, puffin, toucan etc. Road surface Wet/Damp
Darkness: street lights present and lit Raining with high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Slippery road (due to weather)	Vehicle 1	Very Likely	
2nd: Rain, sleet, snow, or fog	Vehicle 1	Very Likely	
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG A3 MAUREPAS WAY HAS ENTERED RBT AND FAILED TO NOTICE VEH 2 (P/CYCLE) TRAVELLING SW ON ROUNDABOUT AND COLLIDED WITH THEIR REAR.

Occurred on A3 MAUREPAS WAY AT THE RBT JUNCTION WITH LONDON ROAD, WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from N to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 21 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Turning left
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 58 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

44210443464 03/11/2021 Time 2119 Vehicles 2 Casualties 1 Serious
E:468001 N: 109216 First Road: A 3 Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation			
Factor:	Participant:	Confidence:	
1st: Disobeyed pedestrian crossing facility	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING SW ALONG THE PEDESTRIAN CROSSING, IN CONTRAVENTION TO THE
PEDESTRIAN SIGNAL, AND INTO THE PATH OF V2 (CAR) TRAVELLING SE ALONG A3 MAUREPAS WAY
Occurred on A3 MAUREPAS WAY 46.5 METERS NW OF JUNCTION WITH FOREST END ROUNDABOUT,
WATERLOOVILLE, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 41 Male
Not hit and run Breath test Not applicable
Left hand drive: No
Casualty Reference: 1 Vehicle: 1 Age: 41 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 58 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/04/2017 and 31/03/2022 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request ("AW
ROCKVILLE DRIVE WATERLOOVILLE
BACS/SR1122/142")

Notes:

44220026343 18/01/2022 Time 1645 Vehicles 1 Casualties 1 Slight
E:468008 N: 109118 First Road: A 3 Road Type Single carriageway
Speed limit: 30 Junction Detail: Pri Drive Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING NW EXITS FILLING STATION AND COLLIDES WITH CAS 2 (PEDESTRIAN)
TRAVELLING NE ALONG THE PAVEMENT OF LONDON ROAD A3
Occurred on FILLING STATION 222 LONDON ROAD WATERLOOVILLE

Vehicle Reference 1 Car Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering main road First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 61 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 11 Female Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere NE bound
Driver's nearside

Accidents between dates **01/04/2017 and 31/03/2022** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request ("AW
 ROCKVILLE DRIVE WATERLOOVILLE
 BACS/SR1122/142")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	1	1
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	3	4
Horses & other	0	0	0	0
Total	0	1	4	5

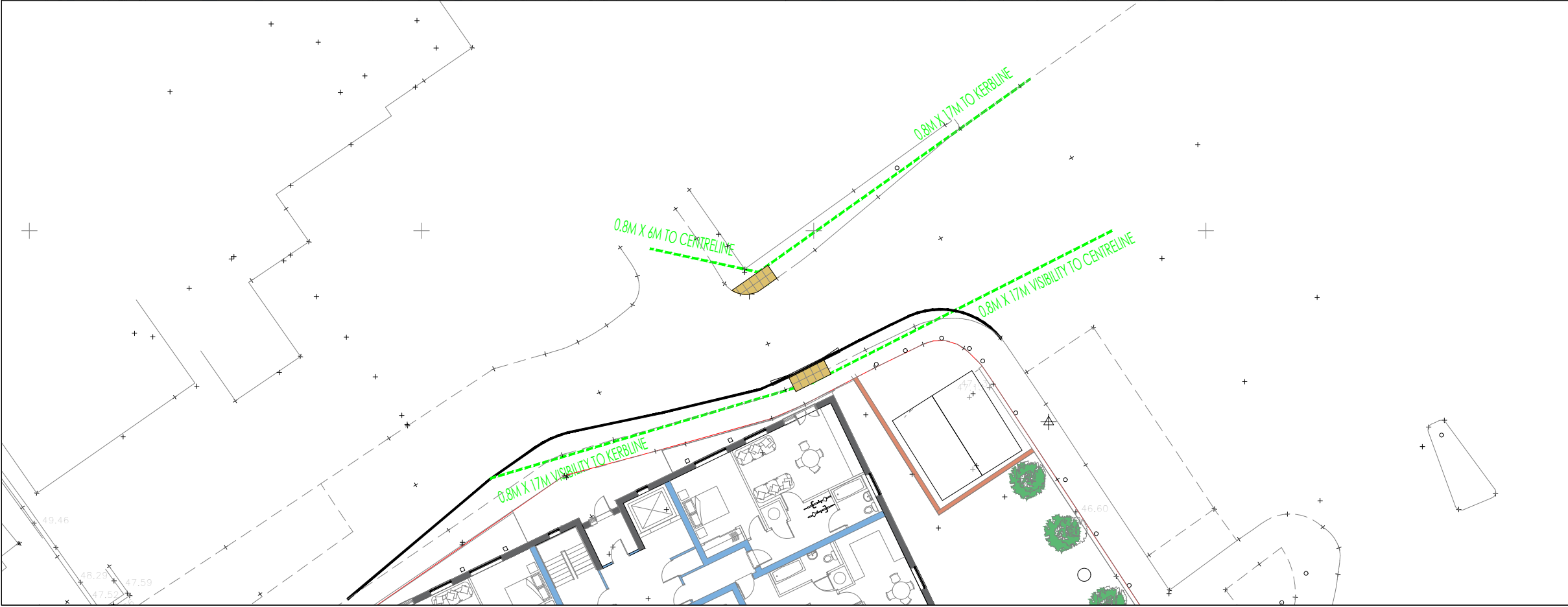
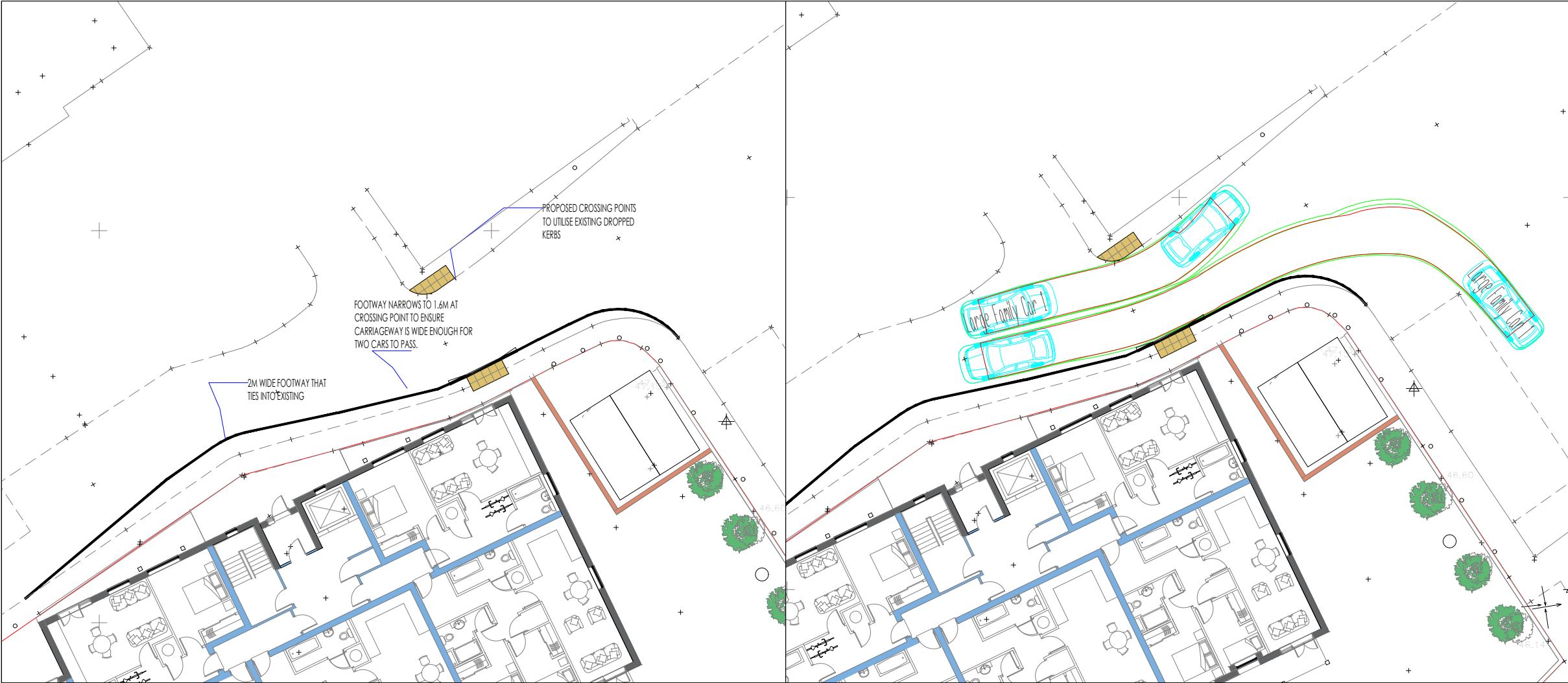
Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	0	0
Passenger	0	0	0	0
Motorcycle rider	0	0	0	0
Cyclist	0	1	3	4
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	4	5

Appendix D



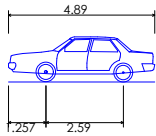
Appendix E



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
4. ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.
6. TRACKING HAS BEEN UNDERTAKEN TO A 10MPH DESIGN SPEED.
7. VISIBILITY HAS BEEN DEMONSTRATED TO ACCORD WITH 15MPH SPEEDS WHERE APPROPRIATE AND THEREFORE IS SHOWN TO 17M IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE.

VEHICLE PROFILE



Large Family Car 1	4.890m
Overall Length	1.940m
Overall Width	1.512m
Overall Body Height	0.273m
Min Body Ground Clearance	1.890m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	



P02	REVISED SITE LAYOUT	27.03.2024	SKB	KCH
P01	FIRST ISSUE	23.05.23	TP	SB
Rev	Description	Date	By	Chkd

Project Name VICTORIA ROAD WATERLOOVILLE	Title PROPOSED FOOTPATH IMPROVEMENTS WITH PEDESTRIAN VISIBILITY SPLAYS AND VEHICLE TRACKING	 Paul Basham Associates Ltd The Botby, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client PRIVATE CLIENT	Checked By SB	Checked Date 24.05.23	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By TP	Drawn Date 23.05.23	Client Drawing No. -	PBA Drawing No. 020.0802-0002	Revision P02	