



LAND AT PALK ROAD, HAVANT

Transport Assessment

November 2022

Bellway Homes Ltd

**RESIDENTIAL DEVELOPMENT
LAND AT PALK ROAD
HAVANT**

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

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Contents

1.	INTRODUCTION	3
2.	SITE PLANNING HISTORY	5
3.	POLICY REVIEW	10
4.	EXISTING CONDITIONS.....	16
5.	LOCAL ACCESSIBILITY.....	24
6.	DEVELOPMENT PROPOSALS.....	31
7.	TRIP GENERATION AND HIGHWAYS IMPACT	38
8.	TRIP DISTRIBUTION	41
9.	TRAFFIC FLOW DATA AND SURVEYS	45
10.	JUNCTION CAPACITY ASSESSMENT	49
11.	SCOPE OF HIGHWAYS WORKS.....	55
12.	SUMMARY AND CONCLUSIONS.....	58

Figures

Figure 1 – Site Location
Figure 2 – Proposed Cycling Network (LCWIP)
Figure 3 – PIA Data Search Area
Figure 4 – Public Rights of Way
Figure 5 – National Cycle Network Routes
Figure 6 – Havant Cycle Map
Figure 7 – Havant 014 and 018 Location
Figure 8 – Havant 014 Location
Figure 9 – Survey Locations
Figure 10 – Location of Committed Developments

Tables

Table 1 – Collision Data Summary
Table 2 – Local Facilities
Table 3 – Bus Services
Table 4 – Schedule of Accommodation
Table 5 – Parking Requirements
Table 6 – Proposed Parking Provision
Table 7 – Proposed Vehicular Trip Generation
Table 8 – Proposed Pedestrian Trip Generation
Table 9 – Trip Distributions Route Assignments
Table 10 – Direction of Travel from Development Site
Table 11 – Summary of Junction Peak Periods

Table 12 – Junction 1 Survey Results - West Street/Bedhampton Road
Table 13 – Junction 2 Survey Results – Palk Road/West Street
Table 14 – Junction 3 Survey Results – Brockhampton Road/Solent Road/Marples Way
Table 15 – Junction 4 Survey Results – Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way
Table 16 – Junction 5 Survey Results – Park Road South/Solent Road
Table 17 – TEMPro Growth Factors
Table 18 – Palk Road/ West Street Junction Capacity Assessment
Table 19 – Palk Road/ West Street Junction Capacity Assessment – With Changed Distributions for Level Crossing
Table 20 – Level Crossing Queue Survey
Table 21 – Percentage Impact Assessment (Anticipated Distributions)
Table 22 – Percentage Impact Assessment (Revised Distributions)

Appendices

Appendix A – Site Masterplan
Appendix B – Hampshire Pre-Application Response 2021
Appendix C – Hampshire Pre-Application Responses 2022 and Email Correspondence
Appendix D – PIA Data
Appendix E – Visibility Splay
Appendix F – Pedestrian Crossing Design
Appendix G – Swept Path Analysis
Appendix H – TRICS Multi-modal Trip Rates
Appendix I – Distribution Diagrams
Appendix J – MCC Survey Results
Appendix K – Kingscroft Farm Traffic Distributions
Appendix L – Junctions 9 Outputs
Appendix M – Level Crossing Queue Length Surveys

1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Bellway Homes Limited (Wessex) to support a full planning application for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road’.
- 1.2 The site is situated in the Borough of Havant approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south of the West Street level crossing. The site location is shown below in **Figure 1**, with the masterplan included in **Appendix A**.

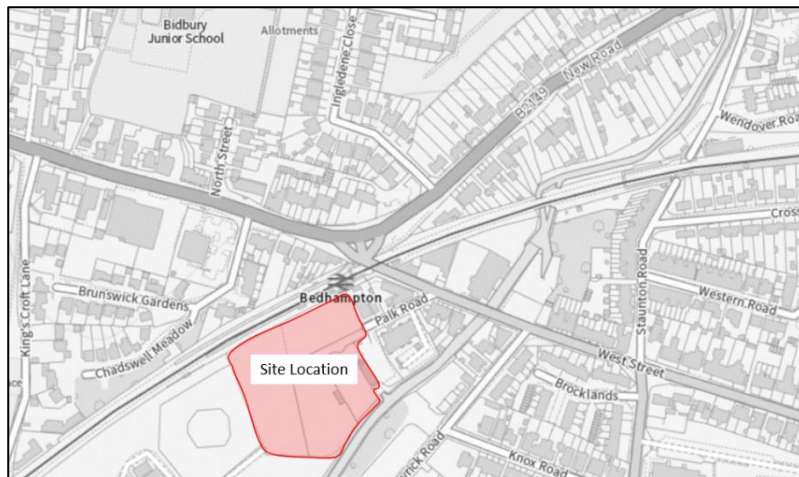


Figure 1: Site Location

- 1.3 The site was formerly owned by Portsmouth Water and has long standing authorised use for storage and distribution (B8). The site is currently utilised by two tenants for B8 storage and obtains access to the storage area from Palk Road. Palk Road joins the wider highway network via a priority junction onto West Street.
- 1.4 Paul Basham Associates have prepared a Travel Plan (TP) and Walking, Cycling and Horse-Riding Assessment Review (WCHAR) which should be read in conjunction with this TA and planning application.
- 1.5 The scope of the highways input required for this application has been discussed at length with Hampshire County Council (HCC) and Havant Borough Council (HBC) highways officers (as discussed further in **Section 2**) through pre-application consultations.

- 1.6 The remainder of this TA will therefore cover the planning history, planning policy, existing conditions and accessibility, development proposals, trip generation and highway impact, distributions and junction modelling and identify any off-site highway works, before drawing conclusions.

2. SITE PLANNING HISTORY

Site Allocation

- 2.1 The northern part of the site is allocated for residential development within the Site Allocations Plan under Policy HB1 – site H10 with a yield of 21 dwellings. The site was also identified in the emerging Local Plan under Policy H24 with a yield of 15 dwellings, however this emerging Local Plan was withdrawn by the Council on 16th March 2022 following the Inspector’s recommendations.

Planning History

- 2.2 The site has been subject to an extensive planning history primarily change of use applications as well as pre-applications to consider the suitability of providing residential development.
- 2.3 The site has been subject to several temporary permissions at the site, and from pre-application discussions with HCC, it is noted that these temporary permissions may have been due to highway safety concerns of the access point to the site. However, there is a permanent personal consent for B2 use of the palette area, which reverts to B8 if used by anyone else under planning permission APP/19/00078.
- 2.4 A summary of each application has been set out below.

2008 Application

- 2.5 An outline application for the ‘*Construction of a building comprising 9no. apartments and associated facilities*’ (reference: 08/50202/015) was submitted in January 2008 and granted permission in March 2008. A subsequent Reserved Matters application was submitted in December 2008 and approved in February 2009 (reference: 08/50202/016). These dwellings are located on the western side of Palk Road (at the junction with West Street) and are now built out and occupied.

2015 Application

- 2.6 A planning application for the ‘*Change of Use to Open Storage (B8 use), the addition of two portacabins and associated hardstanding*’ (reference: APP/15/00447) for Land adjacent, Wengen, Palk Road (the western part of the proposed development site) was submitted in May 2015 and subsequently approved in July 2015.

2017 Application

- 2.7 A planning application for ‘*Temporary Change of Use to Open Storage (B8 use), the addition of two portacabins and associated hardstanding*’ (reference: APP/17/00237) for Land adjacent, Wengen, Palk Road (the western part of the proposed development site) was submitted in March 2017 and subsequently temporary permission was granted in May 2017.

2018

- 2.8 In November 2018, WYG prepared a Technical Note (TN) for a highways and access appraisal in support of a proposed residential development of up to 55no. dwellings on Land at Palk Road, Havant. The TN suggested the site was situated in a suitable location and development trips would be minimal. It appears no planning application was submitted with this TN.

2021 Pre-application Submission

- 2.9 In March 2021, a pre-application response was received from Havant Borough Council (HBC) for the development of approximately 65 – 75 units with landscaping and access at Palk Road following the request submitted by Portsmouth Water.
- 2.10 The pre-application response noted (from HBC) that *‘part of the site is allocated for residential development in the Site Allocations Plan (Policy HB1; site H19) and in the emerging Havant Borough Local Plan (Policy H24)’ The remainder of the site does fall within the Urban Area / the Settlement Boundary under adopted policies AL2 and CS17, and emerging policy E3. The principle of sustainable development is therefore accepted in this location subject to addressing on site constraints.’*
- 2.11 The pre-app response also states that *‘the impact of the development on the wider highway network and junctions would need to be fully assessed together with more localised impact’.*
- 2.12 The principle of residential development at the site therefore appears supported; however, the level of development will be subject to further investigations and assessments of the highway’s impacts, particularly in relation to the level crossing. This TA therefore seeks to complete these investigations and assessments.
- 2.13 On 16th March 2021, Hampshire County Council (HCC) also responded to the pre-application for the site (HCC reference: 6/3/13/219) and identified that additional works would need to be provided to support a planning application. Specifically, this response (included in **Appendix B**) identified the extent of junction modelling required which is set out below:
- Palk Road/West Street
 - West Street/Bedhampton Road
 - Level Crossing
 - Park Road South/Solent Road
 - Brockhampton Road/Solent Road/Marples Way
 - Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

2.14 Paul Basham Associates produced a Highways Appraisal (document reference: 043.0035/HA/1) for the site in December 2021 on behalf of Bellway Homes. The HA was submitted to HBC to aid the wider planning pre-application. Ultimately it was concluded that the report would need to be submitted to HCC as part of a separate highway's pre-app, but comments made by HBC are summarised as follows:

- The impact on the wider highway network would need to be fully considered
- The proposed development of 92no. units would result in fewer vehicle trips when compared to the existing lawful Class B8 use
- Palk Road would need to be demonstrated as suitable to serve the development. Given that it currently provides access for large vehicles, it should be capable of accommodating emergency and refuse vehicles
- The parking provision would need further justification

2022 Pre-Application

2.15 In July 2022, Paul Basham Associates prepared a Pre-application Scoping Note (PSN) which was submitted to HCC for comment. The development sought to provide 92no. residential units. The response (dated 26th August 2022) set out the following comments:

- Upgrades to the footway along Palk Road (where a c.20m stretch is not a bound surface)
- The footway along the southern side of West Street reduces to a substandard width so a pedestrian crossing point should be provided across West Street onto the northern side of the carriageway, where a more appropriate continuous footway is present to access Havant Town Centre.
- The internal road width of c4.8m is unlikely to be acceptable in accommodating all required vehicle movements and would be required to be supported by tracking.
- Visibility splays will be required at the Palk Road/West Street junction as the impact of parked cars may impact on visibility.
- Although the internal layout intends to remain private, the Highway Authority will still require an RSA1 for the sites access proposals.
- Consult Network Rail and consider improvements across the level crossing and the route to Bidbury Schools.
- The Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and Brockhampton Road. This has onward linkage potential to this site and consideration should be given on how this development can aid delivery of this key cycle connection.

- Pedestrian and cycle connectivity should also be considered to tie in with an adjacent site off Meyrick Road (planning reference APP/22/00669) to increase permeability between the two sites.
- The narrowing of the existing road to c.4.8m for the internal layout is unlikely to be acceptable in accommodating all required vehicle movements and will need to be supported with tracking.

2.16 The full HCC pre-app response is attached as **Appendix C**.

2.17 Paul Basham Associates also had a pre-application meeting with HCC in September 2022 to discuss the points raised within the written response (within **Appendix C**). The email correspondence following this discussion is also attached as **Appendix C**. The following points were addressed:

- HCC to review the area of Palk Road where there is no footway (as it is not adopted) to see if a S228 may be possible.
- HCC confirmed a single crossing north to south could be offered to alleviate restricted footway widths.
- It was confirmed that the pedestrian route to Havant Town Centre and the suitability of junctions would be assessed through the WCHAR.
- The WCHAR should include the route towards Harts Farm Way and Solent Road towards Tesco and consider the potential for cycle improvements which would likely be offered through a contribution value.
- The suitability of the Palk Road/West Street junction when the level crossing is down was discussed and it was suggested that upgrading the white Keep Clear markings to a yellow box would address most of HCC's concerns. HCC are to speak with Traffic Management team to understand if this can be offered given potential changes in enforcement.
- HCC did not agree the existing trip generation and net impact due to a query over the existing site history and lawful uses.
- Traffic distributions and modelling should be discussed further to come to an agreement on the assessment with respect to the traffic distributions when the level crossing barriers are down.
- Reference to providing pedestrian/cycle connections to the PRoW network (Wayfarers Walk) was discussed to connect this site with the adjacent Kingscroft Farm site which is now in for planning (Planning reference: APP/22/00669). Consideration should be given to this to increase pedestrian/cycle permeability to the wider area.
- HCC advised that given the location of the site which is within walking distance of Havant Town Centre we should be able to focus efforts on improving sustainable transport opportunities as opposed to highway capacity.

- 2.18 These comments will be addressed within the TA and WCHAR.
- 2.19 There have also been pre-application discussions to establish the extent of modelling required for the site. It has been agreed with HCC that the Palk Road/West Street junction needs to be modelled and the level crossing will need to have a queue length analysis (detailed within this TA). The remaining junctions identified within the 2021 pre-application response will not be required to be modelled due to the minimal trips our development will add to the junction. This is also further justified within this **Chapter 10** of this TA.

3. POLICY REVIEW

3.1 The proposed development, its layout and supplementary reports have been prepared in accordance with national, regional and local policy, including:

- National Planning Policy Framework (NPPF) (July 2021);
- Hampshire County Council Local Transport Plan 3 (LTP 3) (2011-2031);
- Hampshire County Council's Draft Local Transport Plan 4 (LTP4);
- Havant Borough Council Core Strategy (2011);
- Havant Borough Council Adopted Allocations Plan July 2014; *and*
- Havant Borough Council Local Cycling and Walking Infrastructure Plan (2021).

National Planning Policy Framework

3.2 The NPPF (July 2021) acts as the central guidance for development planning and replaces national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport. The following NPPF paragraphs are relevant to this Transport Assessment:

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) <i>The potential impacts of development on transport networks can be addressed;</i> b) <i>Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;</i> c) <i>Opportunities to promote walking, cycling and public transport use are identified and pursued;</i> d) <i>The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</i> e) <i>Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.</i> (NPPF Para.104)
The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making. (NPPF Para.105)
Development should only be prevented or refused on highway grounds if there was an unacceptable impact on highway safety, or residual cumulative impacts on the road network would be severe. (NPPF Para.111)
All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. (NPPF Para. 113)

Hampshire County Council Local Transport Plan 3 (LTP 3)

3.3 HCC's Local Transport Plan 3 sets out HCC's transport strategy and identifies a range of policy objective based on the three guiding principles of 'developing and supporting stronger communities, maximising wellbeing and enhancing quality of place'. The most relevant policy objectives to this TA are as follows:

Work with district authorities to agree coherent policy approaches to parking, including supporting targeted investment in ‘park and ride’ to provide an efficient and environmentally sustainable alternative means of access to town centres, with small-scale or informal park and ride arrangements being considered as well as major scheme	(Policy Objective 2)
Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.	(Policy Objective 3)
Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.	(Policy Objective 4)
Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.	(Policy Objective 12)
To promote active travel modes and develop supporting infrastructure.	(Policy H)

- 3.4 The policies set out in the LTP3 will be adhered to through the provision of pedestrian infrastructure at the site, through the measures of the Travel Plan and supported within the WCHAR.

Hampshire County Council Local Transport Plan 4 (LTP4)

- 3.5 Hampshire County Council have recently published a draft of the new LTP4 which will replace LTP3. The new draft LTP4 describes the transport vision for 2050, sets out transport policies covering all aspects of transport planning, delivery and operation and presents the approach to delivering the plan. The draft policies most relevant to the proposed development and this TA are as follows:

Deliver the infrastructure required to support a largescale shift towards walking and cycling for everyday trips.	(Policy HP1)
Widen participation and broaden the appeal of walking and cycling as a natural travel choice.	(Policy HP3)
Provide the infrastructure needed to enable reliable, frequent, fast and connected public transport trips.	(Policy PT2)
Integrate transport and strategic land-use planning to reduce the need to travel.	(Policy DM1)

- 3.6 These policies set out in the LTP4 mainly relate to walking and cycling and reducing the need to travel. This ties in with the comments received from HCC at the pre-application stage about supporting pedestrian and cycle connectivity surrounding the development site.

Havant Borough Council Core Strategy (2011)

- 3.7 HBC’s Core Strategy sets out the planning framework for the Borough up until 2026. The following policies and objectives are relevant to this TA:

Planning permission will be granted for housing proposals that will:	
1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.	
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments	
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.	
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.	
	(Policy CS9 - Housing)
Development will be permitted that:	
1. Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.	
2. Does not increase congestion and promotes better use of existing transport networks.	

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.
4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
5. Ensures that highway design responds positively to the characteristics of the area and delivers a high-quality public realm for all users.
6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.

(Policy CS20 – Transport and Access Strategy)

Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

(Policy CS21 – Developer Requirements)

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

(Policy DM11 – Planning for more Sustainable Travel)

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.

(Policy DM12 – Mitigating the impacts of Travel)

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

(Policy DM13 -Car and Cycle Parking on Residential Development)

- 3.8 The development proposals will incorporate a proportion of affordable housing in line with policy CS9 considering the location within the development design.

Havant Borough Council Adopted Allocations Plan July 2014

- 3.9 The Havant Borough Adopted Allocations Plan follows on from the adopted Havant Borough Local Plan (Core Strategy, 2011). Together these plans provide the Borough with up-to-date policies to encourage investment in new jobs, provide enough land for new homes and protect its special environment.
- 3.10 Policy HB1 Havant & Bedhampton Housing Allocations lists Land at Palk Road as a site for residential development (Policy H19).

- Heritage Statement, of an appropriate level of detail, to support planning application
- Utilise the existing access points at Palk Road
- Transport Assessment may need to consider existing industrial traffic using Palk Road and how this will be accommodated with residential use]
- Assess the impact of possible increase in pedestrian and/or vehicular usage on the Bedhampton Level Crossing
- Noise and Vibration Survey (and any necessary mitigation incorporated in final design)
- Investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant
- Mitigate any impacts on Brent Geese and/or waders (Policy DM23)
- Appropriate easement from existing sewage/waste infrastructure

(Policy H19 – Site Specific Development Requirements)

Havant Emerging Draft Local Plan (2021)

- 3.11 The northern part of the development site was allocated under policy H24 in the Havant Draft Local Plan (CD01 Submission Local Plan Format Update June 2021) for the development of up to 15 dwellings. The full policy is outlined below, however, in 2022 this was withdrawn.

Residential development of about 15 dwellings will be permitted where: a. Sufficient information is submitted to address the site-specific planning considerations.

This is to be agreed at the pre-application stage and is expected to include the following:

- i. Contaminated Land Investigation Report to include gas monitoring;
- ii. Noise Impact Assessment;
- iii. Ecological Assessment;
- iv. Archaeological Assessment;
- v. Drainage Strategy;

The design and layout:

- i. Secures an acceptable relationship between the new dwellings and the railway line through separation and/or other appropriate mitigation measures;
- ii. Provides an appropriate vehicular access which does not result in vehicular conflicts with the existing industrial operations on Palk Road;
- iii. Secures an appropriate relationship with adjoining residential properties and their residential amenities in terms of loss of privacy, outlook and overshadowing
- iv. Provides for an appropriate easement and related safeguarding measures to ensure that any significant negative effect on the existing waste water infrastructure is mitigated to an acceptable level.

(Policy H24 – Land at Palk Road)

Havant Borough Council Draft Local Cycling and Walking Infrastructure Plan (LCWIP)

- 3.12 HBC are working with HCC and Sustrans and are in the process of replacing their existing cycling and walking strategy with a LCWIP. The draft version of this document was produced in September 2021. Where appropriate, this report has been considered for these proposals.
- 3.13 The LCWIP summarises key corridors where enhanced provision would be supported. **Figure 2** shows the proposed cycling network in and around Havant.

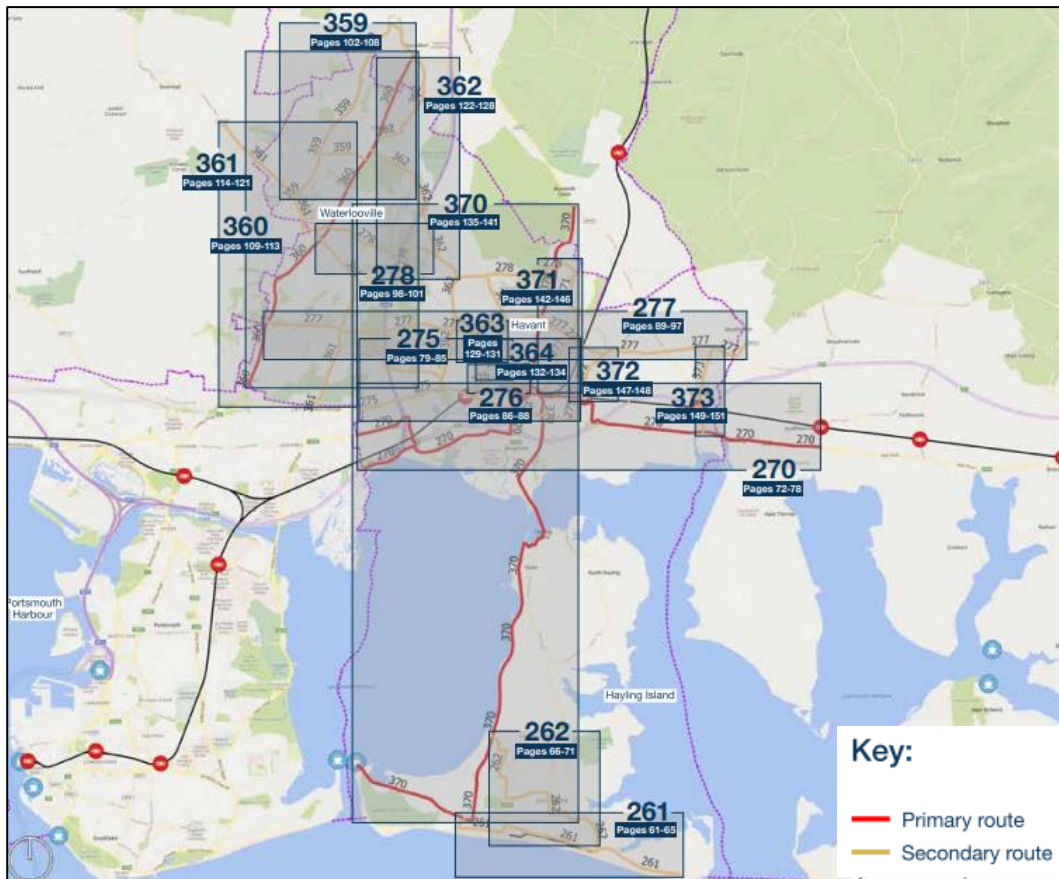


Figure 2: Proposed Cycling Network (LCWIP)

- 3.9 HBC's Route 276 from Bedhampton Railway Station to Eastern Road is a secondary route which connects Bedhampton Railway Station to Havant College and Havant Railway Station. The LCWIP identifies that the existing route currently has no formal cycle infrastructure. This therefore provides an opportunity and requirement to improve the route.
- 3.10 Proposals set out within the LCWIP include the provision of segregated cycle lanes along New Road and advanced stop lines at traffic lights along New Road to make the route more attractive for cyclists. In addition, consideration is also being given through the LCWIP to implement segregated cycle lanes along New Road (if possible) or upgrading the New Road/Petersfield Road roundabout and on-road cycle lanes along the extent of Elmleigh Road.
- 3.11 It is likely that this route would be used by residents of the development site, and therefore it is important to understand the plans and ensure the development takes cycle routes into consideration.

Planning Policy Summary

- 3.12 The proposals have been developed in accordance with the above policies to ensure the development can promote sustainable travel and make improvements to the surrounding infrastructure to enhance walking and cycling opportunities. Car and cycle parking requirements have been considered when designing the development and are discussed further in this TA.

4. EXISTING CONDITIONS

- 4.1 The site is situated in the Borough of Havant, approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south from the West Street level crossing.
- 4.2 The site is currently used for B8 storage and has an unmarked track road to access the areas of hardstanding which leads from Palk Road, as demonstrated in **Photograph 1**.



Photograph 1: Existing Site Access from Palk Road

- 4.3 The site is accessed via Palk Road; a small residential street which is accessed via a priority bellmouth junction from West Street.

Local Highways Network

- 4.4 Palk Road is a single carriageway road and measures circa 6m in width. Palk Road benefits from a footway flanking the southern side of the carriageway, with a northern footway also provided (albeit with a circa 20m section not currently provided) at the western end.
- 4.5 Palk Road is unregistered land. Vehicular access to the site via Palk Road has taken place for a significant period of time both by Portsmouth Water and the existing businesses that operate from the site.
- 4.6 The opportunity to deliver the missing part of the footway and connections to the wider infrastructure will be explored further within this report, and also detailed within the accompanying WCHAR.

- 4.7 During a site visit in December 2021, it was noted that on-street car parking is present which can restrict the available road width of Palk Road. However, where there are accesses along Palk Road these form informal pull in areas to ensure vehicles can safely navigate along Palk Road. Double yellow lines are present for the first c.25m from its junction with West Street to prohibit parking and ensure visibility is achievable and two-way movement at the junction is possible. The existing conditions along Palk Road are demonstrated in **Photograph 2**.



Photograph 2: Existing Conditions on Palk Road

- 4.8 Palk Road forms a priority junction with West Street to the east of the site. West Street is a single carriageway road, circa 7m wide and subject to a 30mph speed limit. West Street connects Bedhampton Road to the west to Park Road South to the east.
- 4.9 The road has sections of double yellow lines to prohibit parking and stopping along the road, particularly in proximity to the level crossing. There is a 'Keep Clear' box at the West Street/Palk Road junction, shown within **Photograph 3**, to allow vehicles to exit Palk Road and turn right, when the level crossing is in operation.



Photograph 3: Keep Clear Box at the Junction of Palk Road and West Street

Wider Road Network

Bedhampton Road

- 4.10 West Street connects to Bedhampton Road approximately 100m west of the Palk Road/West Street junction. Bedhampton Road runs east to west and connects New Road to Bedhampton Hill and Portsdown Hill Road. Bedhampton Road is flanked by footways on both sides of the carriageway. On the southern side, dropped kerbs are present at the junction of Brunswick Gardens with Bedhampton Road, to allow pedestrians to cross the road and continue towards the Brunswick Gardens westbound bus stop.
- 4.11 Approximately 100m west of the Brunswick Gardens westbound bus stop is a signalised pedestrian crossing, which provides safe access to the northern side of Bedhampton Road and the eastbound Brunswick Garden bus stop. Immediately adjacent to the signalised crossing, on the northern side of Bedhampton Road, is Public Footpath 108/40/3 which provides a route towards Bidbury Infant, Bidbury Junior School and Havant Rugby Club.

New Road

- 4.12 To the northeast of the site, New Road provides access to Havant & South Downs College, as well as Havant Railway Station (via Elmleigh Road) and Havant Town Centre (via the footbridge over the railway line from Elmleigh Road).

- 4.13 Along New Road itself, an informal pedestrian crossing point is provided to the immediate east of the New Road/West Street/Bedhampton Road junction, which provides dropped kerbs and a pedestrian refuge island for pedestrians to cross onto the northern footway through the carriageway splitter island. An additional informal crossing point is located approximately 350m to the east, which provides dropped kerbs, tactile paving and a pedestrian refuge island. Footways are provided along both sides of the road for its entire length and all crossing points have dropped kerbs as a minimum.
- 4.14 The footway along the northern side of New Road, becomes a shared footway/cycleway beyond the junction with Chidham Drive. Cyclists travelling eastbound are advised to join the shared footway/cycleway via a road marking pointing to the off-road route. Along this route, dropped kerbs, tactile paving and a pedestrian/cyclist refuge island is present at the Barncroft Way junction to assist pedestrians and cyclists going towards Havant & South Downs College

Park Road North and Park Road South

- 4.15 Park Road North is situated circa 1km from the site. Park Road North, which connects the New Road/Elmleigh Road/Petersfield Road/Park Road North roundabout to the A27 Langstone Roundabout to the south (as Park Road South), benefits from a shared footway/cycleway on the western side of the carriageway for its duration. A footway also flanks the eastern side for its duration.

Brockhampton Road

- 4.16 Brockhampton Road runs north-south from the West Street/Brockhampton Road/Staunton Road crossroads to the Brockhampton Road/Solent Road/Marples Way roundabout. Brockhampton Road has footways on both sides of the road with dropped kerb and tactile paving crossing points on all junctions along the western side of Brockhampton Road as well as the route being of a sufficient width and well lit.
- 4.17 On the eastern side of Brockhampton Road all side junctions are also supported by both dropped kerbs and tactile paving except the access to Portsmouth Waster which is supported by dropped kerbs only.

Strategic Road Network

- 4.18 In addition to the local roads, the proposed development is also well located to access the Strategic Road Network (SRN) with the A27 located to the south of the development and the A3 located to the west of the site. The A27 runs between Pevensey in the East and Portsmouth to the West before continuing west as the M27 with primary destinations along the route including Portsmouth, Chichester and Southampton. To access the A27 residents could either utilise the Bedhampton Rusty Cutter Roundabout and Tear Drop junction to the west or the Park Road South/A27/Langstone Road signalised roundabout.
- 4.19 The A3 runs north to south from Kingston-upon-Thames in London to Portsmouth with key destinations along the route including Guildford, Haslemere and Petersfield. For those wishing to access the A3 vehicles would join via the Bedhampton/Rusty Cutter roundabout.

Collision Data

- 4.20 Personal Injury Accident (PIA) data has been acquired from Hampshire Constabulary for the latest available 5-year period to assess and consider the existing safety situation on the local road network.
- 4.21 The scope of the PIA assessment was agreed through the pre-application process with HCC Highways, who confirmed the scope should be extended to include the West Street/Brockhampton Road junction and the Brockhampton Road/Solent Road/Marples Way roundabout.
- 4.22 The report obtained from Hampshire Constabulary details all the accidents recorded between 1st December 2016 to 30th November 2021. Whilst it is noted that the report is almost one year out of date, this is all that is available from Hampshire Constabulary at this time as the most recent 5-year data was requested from Hampshire Constabulary in September 2022.
- 4.23 The patterns displayed in the data are assessed regarding proximity, frequency and severity of incidents that have occurred to enable in-depth consideration, with consideration given to PIAs that involve pedestrians, cyclists and those riding horses.
- 4.24 The area reviewed, and the location of the personal injury accidents is shown in **Figure 3**, whilst full details are attached at **Appendix D** and a summary of the incidents provided in **Table 1**.



Figure 3: PIA Data Search Area

4.25 **Figure 3** demonstrates the proximity of incidents and confirms that there does not appear to be any significant clusters of incidents

Location	Date/Time	Severity	Description	Likely Cause
B2177 Bedhampton Road (junction with Brunswick Gardens)	23:41 22/04/2017	Serious	Vehicle collides with intoxicated pedestrian.	Impaired by alcohol
Brunswick Gardens (junction with Bedhampton Road)	09:00 20/07/2017	Slight	Cyclist turned right onto Bedhampton Road in front of vehicle.	Failure to look properly
West Street (junction with Meyrick Road)	16:20 07/08/2017	Slight	Van turned left into queuing traffic and collides with motorcycle filtering through traffic.	Failure to look properly, exceeding the speed limit and disobeying road markings

West Street	20:30 29/08/2017	Serious	Van overtakes pedal cycle but collides and pushes cyclist into parked vehicle.	Loss of control and not leaving enough room when passing
Brockhampton Way (junction with Solent Road)	06:35 13/04/2018	Slight	Cyclist turns right at the roundabout when car enters from Brockhampton Way and collides with the cyclist.	Failure to look properly
Bedhampton Road	22:39 01/11/2018	Slight	Car performs U-turn but turns out in front of motorcyclist and collides.	Failure to look properly
New Road	08:30 11/01/2019	Serious	Car stopped causing motorcyclist to break heavily and fall. The driver then put the car in the wrong gear and runs over motorcycle.	Slippery Road (due to weather)
Bedhampton Road	14:31 27/04/2019	Serious	Cyclist on pavement loses control and drops into road, colliding with car travelling the same way and a car waiting on the central hatching.	Failure to look properly and reckless driving
Brockhampton Road	14:05 19/03/2020	Slight	Car travelling southbound collided to offside with van traveling northbound.	Failure to look properly
New Road (junction with James Road)	14:25 21/04/2020	Slight	Car travelling on James Road turns right onto New Road, failing to see cyclist and collides.	Failure to look properly
Bedhampton Road (junction with Kings Croft Lane)	07:40 18/09/2020	Slight	Van starts to indicate left so motorcyclist behind assumes van will turn into Kings Croft Lane, however, the van makes a U-turn at the junction and swings out and hits the motorcyclist.	Failure to look properly
Bedhampton Road (junction with Brunswick Gardens)	13:40 16/10/2020	Serious	Motorcyclist had to break hard due to bus pulling out, causing rider to fall.	Failure to look properly
Brockhampton Road (junction with West Street)	11:20 27/02/2021	Slight	Car collided with rear of vehicle waiting to turn left onto West Street.	Failure to look properly
New Road	15:14 11/05/2021	Slight	Car collided with rear of vehicle travelling in front.	Failure to judge other persons path/speed
New Road	23:06 09/08/2021	Serious	Motorcyclist collides with car making a 3-point turn.	Failure to look properly

Table 1: Collision Data Summary

4.26 There has been a total of 15 accidents over the 5-year period from December 2016 to November 2021, 6 which were serious in severity and 9 which were slight in severity. Of the 15 accidents, 6 involved motorcyclists, 5 involved pedal cyclists and 1 involved a pedestrian.

4.27 Of the 15 accidents, 3 occurred along Bedhampton Road in proximity of the junction with Brunswick Gardens. Two of these accidents were serious in severity and one was slight in severity. All incidents were of separate nature and due to drivers/riders failing to look properly. Therefore, there is no reason to believe there is issues with the highways network at this junction.

- 4.28 There were no further clusters of incidents with all occurring at different sections along each road, as shown within **Figure 3**. Moreover, of the 15 accidents, 11 were due to drivers/riders failing to look properly, one was due to intoxication, one accident was due to the weather conditions and the remaining two incidents were due to driver error. Therefore, there is no reason to believe that there are any issues with the surrounding highways network.

Summary of Existing Conditions

- 4.29 The existing surrounding road network provides access to key destinations including Havant, Bedhampton, Chichester and Portsmouth. Given the previous allocations for parts of this site, the principle of the site location for residential development has already been found acceptable.

5. LOCAL ACCESSIBILITY

Local Facilities

- 5.1 The site is situated approximately 1km west of the main urban retail high street which provides a range of local facilities, outlined within **Table 2**. The distances provided have been measured from the centre of the site as per HCC's request.

Facility	Destination	Walk Time	Cycle Time
Bedhampton Railway Station	240m	3 minutes	1 minute
Brunswick Gardens Bus Stop (Eastbound)	360m	4 ½ minutes	1 minute
Brunswick Gardens Bus Stop (Westbound)	410m	5 minutes	1 ½ minutes
Bedhampton Community Centre	410m	5 minutes	1 ½ minutes
Convenience Store	560m	6 ½ minutes	2 minutes
Aldi	910m	11 minutes	3 minutes
High Street	1km	12 minutes	3 ½ minutes
Bedhampton Post Office	1.1km	12 ½ minutes	3 ½ minutes
Bidbury Infant School	1.1km	13 minutes	3 ½ minutes
Bidbury Junior School	1.1km	13 minutes	3 ½ minutes
Havant Park	1.2km	13 minutes	3 ½ minutes
The Meridian Centre	1.3km	15 ½ minutes	4 ½ minutes
Havant Railway Station	1.4km	18 minutes	5 minutes

Table 2: Local Facilities

(Walking and Cycling speeds based upon CIHT guidance - Walking speed 1.4m/s and Cycling speed 5m/s)

- 5.2 As shown in **Table 2**, the site is in proximity to a variety of local facilities including educational facilities, shops, banks and medical practises, making the site an accessible location.
- 5.3 CIHT 'Planning for Walking' (2015) also describes a 'Walkable Neighbourhood' as one which has a range of facilities within 800m. It also identifies that the average pedestrian journey length is considered to be 0.85miles (1.38km).
- 5.4 Therefore, with reference to **Table 2** and the CIHT guidance, it is considered that the site is located within a highly accessible location.

Pedestrian Infrastructure

- 5.5 Footways flank both sides of Palk Road for its entirety (excluding the c.20m of unbound surface on the western side), as shown in **Photograph 4**, connecting on to the footways provided along West Street.



Photograph 4: Footways along Palk Road

- 5.6 As aforementioned, Palk Road is unregistered and therefore the opportunity to deliver the missing section of footway along the northern side of Palk Road may not be possible. This is explored further later in the report and within the WCHAR.
- 5.7 None-the-less, a continuous footway flanks the southern side of the carriageway which will tie into the site infrastructure, thus enabling a safe and continuous route between the site and West Street. A dropped kerb crossing is provided at the Palk Road/West Street junction which will facilitate the movement of pedestrians onto the northern Palk Road carriageway and subsequently northbound/westbound on West Street. As part of the proposed development, this crossing facility could be upgraded to provide tactile paving, further reinforcing the opportunities for all non-motorised users in this location.
- 5.8 To the west, the footways along West Street provide a connection to Bedhampton Railway Station (**Photograph 5**) with both a stepped and step-free access over the Level Crossing. To the east, footways flank both sides of West Street (**Photograph 6**) and provide a connection towards Havant Town Centre.



Photograph 5: Footways to Bedhampton Level Crossing



Photograph 6: Footways along West Street

- 5.9 The footways along the southern side of West Street reduces to substandard width beyond the Meyrick Road/West Street junction, however, the footway on the northern side continues as a suitable width towards Havant Town Centre. Opportunities to improve the route between the site and Havant Town Centre (via West Street) has been assessed in further detail within the accompanying WCHAR.
- 5.10 There are also several Public Rights of Way (PRoW) footpaths within proximity to the site, shown in **Figure 4**, including recreational routes (Wayfarers) as well as links to local facilities including local schools.



Figure 4: Public Rights of Way

- 5.11 The footpaths provide connections to some of the local facilities and local schools close to the site and provide access to recreation routes, including the Wayfarers as shown in **Figure 4**.
- 5.12 The pedestrian and cycle routes have been fully assessed within the WCHAR which should be read in conjunction with this TA. The WCHAR identifies any locations where improvements could be made to help ensure that the proposed development is as sustainable as possible.

Cycle Infrastructure

- 5.13 There is limited cycle infrastructure in the direct vicinity of the site. However, the topography and low vehicle speed limits in the area make the roads attractive for cyclists. Moreover, to the east and south of the site, there is a variety of cycle infrastructure in the form of shared footway/cycleways and National Cycle Network (NCN) route 22 runs close to the site and provides a connection to Havant Railway Station, shown in **Figure 5**.

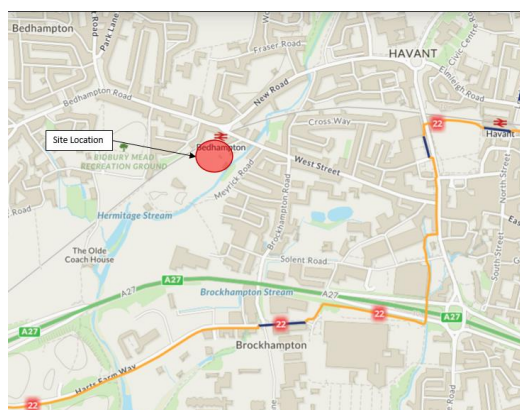


Figure 5: National Cycle Network Routes

- 5.14 There are a variety of advisory cycle routes, cycle tracks and cycle lanes surrounding the site which are shown within **Figure 6**. New Road is an advisory cycle route which connects on to further cycle routes within Havant, providing connections to local facilities including Havant Leisure Centre, Havant Railway Station and the Meridian Shopping Centre.

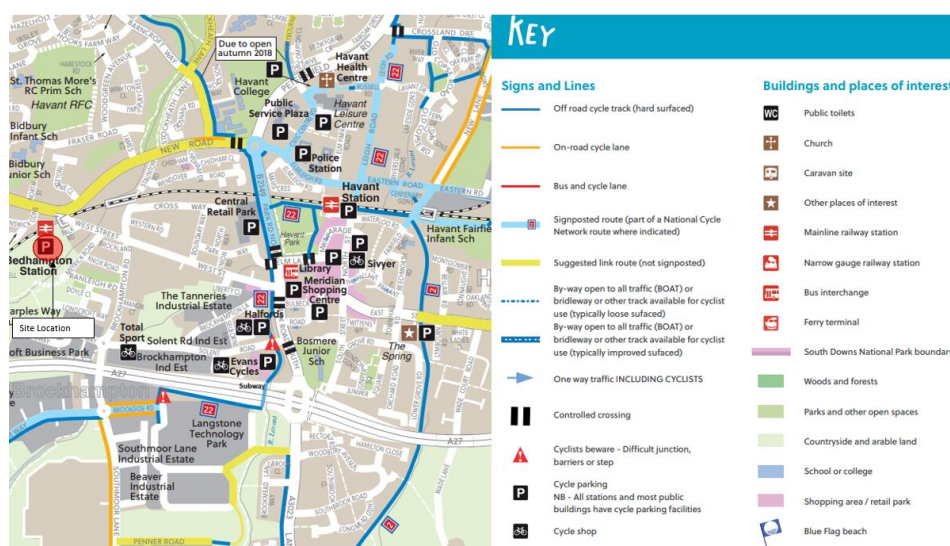


Figure 6: Havant Cycle Map

- 5.15 As discussed within the Policy Review (**Chapter 2** of this TA) Havant Borough Council LCWIP shows that Route 276 (which would link Bedhampton Station to Havant College and Havant Railway Station) is set to come forwards, improving the cycle infrastructure available to residents of the site.
- 5.16 Furthermore, within HCC's pre-application response 2022, it was stated that the Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and Brockhampton Lane/Road. The potential for contributions towards this route will be discussed later within this TA and within the WCHAR.

Bus Services

- 5.17 The closest pair of bus stops to the development are the 'Brunswick Gardens' bus stops, located along Bedhampton Road, c360m/410m (4 ½ /5-minute walk) west of the development (measured from the centre of the site). Both bus stops comprise of a bus pole, a sheltered seating area and on-carriageway bus stop. The services available from this pair of bus stops are summarised within **Table 3**.

Bus Service	Destination	Frequency		
		Monday - Friday	Saturday	Sunday
23	Southsea – Leigh Park	Every 10 minutes First Bus: 05:45 Last Bus: 23:45	Every 12 minutes First Bus: 06:20 Last Bus: 23:45	Every 30 minutes First Bus: 07:25 Last Bus: 23:25
30	Havant – Hayling Island	Every 30 minutes First Bus: 06:00 Last Bus: 21:00	Every 30 minutes First Bus: 05:55 Last Bus: 21:00	Every hour First Bus: 08:05 Last Bus: 19:35
654*	Hambledon – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 16:40	N/A	N/A
737	Petersfield - Havant	Once a day in each direction First Bus: 08:50 Last Bus: 16:40	N/A	N/A
SD4*	Bishops Waltham – Havant College	Once a day in each direction First Bus: 08:05 Last Bus: 17:25	N/A	N/A
SD5*	Gosport – Havant College	Once a day in each direction First Bus: 07:53 Last Bus: 16:40	N/A	N/A

Table 3: Bus Services (*Education Only Service)

5.18 As summarised in **Table 3**, the site is served by regular services towards Southsea and Leigh Park which are as frequent as every 10 - 30 minutes (Monday – Saturday) and every 30 minutes on Sundays. There are also frequent services between Havant and Hayling Island which operate every 25 - 30 minutes (Monday – Saturday) and hourly on a Sunday. There are also three college services which operate once a day in each direction (Monday-Friday).

5.19 Havant Bus Station is located c.1km east of the development and further services towards Eastoke, Leigh Park, Wecock, Emsworth, Portsmouth and Flansham can be accessed.

Rail Services

5.20 Bedhampton Railway Station is a 3-minute walk (240m) from the development. The station is operated by Southern Railway and provides 20 cycle parking spaces.

5.21 There are regular services towards Portsmouth and Southsea (14-minute journey time), Littlehampton (43-minute journey time) and London Waterloo (1-hour 30-minute journey time). The services also provide connections to local stations including Hilsea, Fratton, Havant, Rowlands Castle, Petersfield, Warblington and Emsworth. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.

5.22 Havant Railway Station is located c.1.4km west of the site. Services towards London Victoria, Brighton and Southampton Central can be accessed from this station, as well as the other services which also operate through Bedhampton Station.

Accessibility Summary

- 5.23 To summarise, the site is situated in proximity to a variety of pedestrian and cycle infrastructure and in walking and cycling distance to a comprehensive range of local facilities. There is also a good provision of bus and rail services which serve the site which are suitable for commuter and leisure travel.
- 5.24 Furthermore, a review of PIA data does not display any significant issues with the surrounding highways network.
- 5.25 Where appropriate, consideration to improvements to both the pedestrian and cycle infrastructure has been given, with further details set out within the accompanying WCHAR.

6. DEVELOPMENT PROPOSALS

- 6.1 The development proposes a residential development comprising of 90no. dwellings with associated access and parking on land at Palk Road, Havant. The proposed schedule of accommodation schedule is provided in **Table 4**, with the masterplan included as **Appendix A**.

Dwelling Type	Private	Affordable	Total
1-bed Apartment	22	12	34
2-bed Apartment	36	12	48
3-bed Apartment	5	3	8
Total	63	27	90

Table 4: Schedule of Accommodation

Access Arrangements

- 6.2 The existing site is located at the western end of Palk Road, with an unmarked access road. The access to the residential development would maintain access from Palk Road through a continuation of Palk Road into the site, as per the existing site's arrangement. The existing carriageway width at the site boundary of circa 7m is to be maintained and then narrows to c5m as the road continues into the site.
- 6.3 Further into the site internal roads would reduce to c.4.8-5m in accordance with MfS design guidance, which is sufficient to accommodate two cars passing throughout the internal layout and parking areas and also enables larger vehicles to manoeuvre onsite (albeit some localised widening has occurred to allow a large enough turning area).
- 6.4 Palk Road is currently unregistered and therefore is not subject to any formal management and maintenance arrangements. The applicant is reviewing potential options to address this position, including incorporating the road into the management regime of the proposed development, thus securing its future maintenance and providing a betterment for existing residents.

Visibility

- 6.5 As aforementioned, the site will take access from Palk Road. Palk Road is a residential T-junction which forms a priority junction with West Street. As the site will be served via a continuation of the carriageway itself, visibility for the site access has not been assessed. It is, however, noted that the highway comments received through the pre-application required consideration to be given to the on-street parking along Palk Road.

- 6.6 The straight alignment of the carriageway is favourable for visibility for both vehicles entering and exiting the site. Double yellow lines are also present at the eastern end in proximity of the junction with West Street which ensures two way movement at the junction can occur and thus would not block West Street. There are also several dropped kerb accesses which form informal parking restrictions and therefore ensures there are gaps in any on-street parking which may occur to ensure vehicles can safely navigate along Palk Road. Considering these points it is deemed that no additional assessment needs to be undertaken.
- 6.7 Visibility has however, been assessed from the Palk Road/West Street junction. This appears to be unobstructed in each direction, as shown within **Photographs 7 and 8**. Although vehicles queuing at the level crossing may obstruct visibility in the secondary direction for those turning right out of Palk Road, vehicles will be able to enter the 'Keep Clear' box to ensure they have clear visibility before making the turn. In addition, this queuing should only be occurring when the level crossing is down, and so no vehicles will be approaching from the west (secondary direction).



Photograph 7: Visibility in the Primary Direction



Photograph 8: Visibility in the Secondary Direction

- 6.8 Hampshire Country Council identified at pre-application that a visibility splay at the Palk Road/West Street junction would be required, even though the access is remaining as existing. In line with MfS guidance, a visibility splay of 2.4m x 43m is required for 30mph speed limit roads. A visibility splay drawing showing that a visibility splay of 2.4m x 43m is achievable in both the primary and secondary direction is attached as **Appendix E**.

- 6.9 It is noted that the visibility assessment of Palk Road/West Street demonstrates the primary direction visibility splay going through an area of no parking restrictions and where cars can park on street. The gaps in the restrictions on West Street (between double yellow lines and H-bar white lining for access) allow circa 3 cars to park on-street over a circa 15m section. The parking therefore does not fully obscure the visibility splay. Manual for Streets para 7.8.4 states 'parking in visibility splays in built up areas is quite common, yet it does not appear to create significant problems in practice' whilst Manual for Streets 2 (pg 80) states that 'at urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to nose out carefully until they can see on-coming traffic, and vice versa'. Therefore, given the small amount of encroachment and the likely lower vehicle speeds on approach to a level crossing the access is considered acceptable.
- 6.10 It is also important to recognise that the PIA review confirmed that no accidents have been recorded at the Palk Road/West Street junction including with its B8/B2 storage uses and therefore the visibility has not historically caused any highway safety concerns.

Pedestrian Access

- 6.11 Footways will be present along the internal roads and access road to the development site, as shown in **Appendix A**. The footways will provide access to the four blocks of apartments, access to the parking areas and access to the footways along Palk Road. There will also be a footpath located to the south of the site which provides a route through the open space and landscaping area. The internal site footways would connect with the existing continuous footway on the southern/eastern side of Palk Road and therefore ensure there is a dedicated pedestrian route.
- 6.12 As discussed with HCC at pre-application, the development would also support the provision of a dropped kerb, tactile paving pedestrian crossing point along West Street, to the east of the Palk Road junction. The crossing point would likely require an extension of the existing double yellow lining and part of the existing barrier to be removed.
- 6.13 In line with HCC's TG3 guidance, pedestrian visibility must be achievable at a 1.5m set back from the kerb to the distance of 43m for 30mph speed limit roads. Options for a pedestrian crossing design and pedestrian visibility splay showing that a visibility splay of 1.5m x 43m is achievable in both the primary and secondary direction is attached as **Appendix F**. The delivery of this crossing will be discussed through the planning application process given recent HCC comments on nearby planning applications.

Parking Provision

Car Parking

- 6.14 Guidance from HBC's Parking SPD (2019) has been utilised to understand the parking requirement for the development. The guidance from HBC's Parking SPD (2019) is outlined in **Table 5** along with the parking requirement for the development.

Dwelling Size	Allocated Parking per unit	Number of units	Allocated Parking Requirement	Unallocated Parking per unit	Unallocated Parking Requirement
1-bed	1 space	34	34 spaces	0.9 spaces	30.6 spaces
2-bed	2 spaces	48	96 spaces	1.3 spaces	62.4 spaces
3-bed	2 spaces	8	16 spaces	1.9 spaces	15.2 spaces
Total	-	90	146 spaces	-	108.2 spaces

Table 5: Parking Requirements

- 6.15 As summarised within **Table 5**, the development would be required to provide between 146 allocated spaces and 108 unallocated spaces for residents.
- 6.16 In addition to resident parking, the guidance suggests an additional 20% of unallocated parking for visitors should be provided, which would equate to an additional 22-23 spaces based on allocated/unallocated. However, the guidance also states 'in larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place' (Table 4B, Note 1).
- 6.17 The proposed parking at the development is outlined within **Table 6**.

Dwelling Size	Number of units	Allocated Parking	Unallocated Parking
1-bed	34	3	81
2-bed	48	1	
3-bed	8	11	
Visitor Parking	-	-	17
Total	90	15	81 unallocated, 15 allocated and 17 visitors

Table 6: Proposed Parking Provision

- 6.18 Based on the development proposals and site layout attached as **Appendix A**, it is proposed the development would primarily provide unallocated parking, except for 5 x 3-bed units within Block C which each have 2 allocated spaces and the 5 x wheelchair accessible units in Block A which each have 1 allocated space. The development would therefore provide a total of 113 parking spaces, of which 81 would be unallocated, 17 would be visitor parking spaces and 15 would be allocated spaces for the five 3-bed units located within Block C and the five wheelchair units within Block A. It is intended the 81 unallocated spaces would serve the remaining 80 units of the 90 units.
- 6.19 Therefore, the development is proposing to provide 12 fewer spaces than the unallocated requirement for 80 units (31 x 1-bed, 47 x 2-bed and 2 x 3-bed) and 7 fewer visitor spaces than the required 20%.
- 6.20 Within HBC's Parking SPD (2019) there is information on where a reduced parking provision may be accepted. Bedhampton Railway Station is included within the mid-accessibility range identified within section 3 of the Parking SPD. Therefore, as the site is within an accessible location, as long as the lower level of parking does not result in displacement of parking pressure into nearby residential areas, a lower level should be deemed acceptable.
- 6.21 The development is located in proximity to pedestrian and cycle infrastructure which provides connections to local facilities and recreational routes, reducing the need for residents to travel by private vehicle, especially to reach Havant Town Centre and the local schools. Full details on the sustainable site location is summarised in **Chapter 5** of this TA.
- 6.22 Further to this, 'Brunswick Gardens' bus stops, located along Bedhampton Road, c360m/410m (4 ½ /5-minute walk) west of the development. There are regular services towards Southsea and Leigh Park which are as frequent as every 10 - 30 minutes (Monday – Saturday) and every 30 minutes on Sundays. There are also frequent services between Havant and Hayling Island which operate every 25 - 30 minutes (Monday – Saturday) and hourly on a Sunday. Therefore, residents are easily able to travel to/from the site without the need for a private car.
- 6.23 The development is located in proximity to both Bedhampton and Havant Railway Stations which provide regular services towards Portsmouth, Southampton, Chichester and London and allow for both commuter and leisure travel, thus reducing the need for residents to travel by car.
- 6.24 As aforementioned, the site is in proximity to a number of sustainable travel options, making public transport, walking and cycling attractive travel modes for residents. Therefore, residents will not necessarily need to own a private vehicle.

- 6.25 Due to the nature of the surrounding roads, the provision of parking restrictions and proximity to the railway station, it is not likely that residents will be able to park away from the development and would not result in vehicle displacement onto surrounding roads.
- 6.26 The 2011 Census Data has been reviewed to understand the levels of car ownership for residents in flats (database LC4415EW) in the Havant 014 and Havant 018 wards which are shown in **Figure 7**. The site is located in Havant 014 and Havant 018 borders the site.

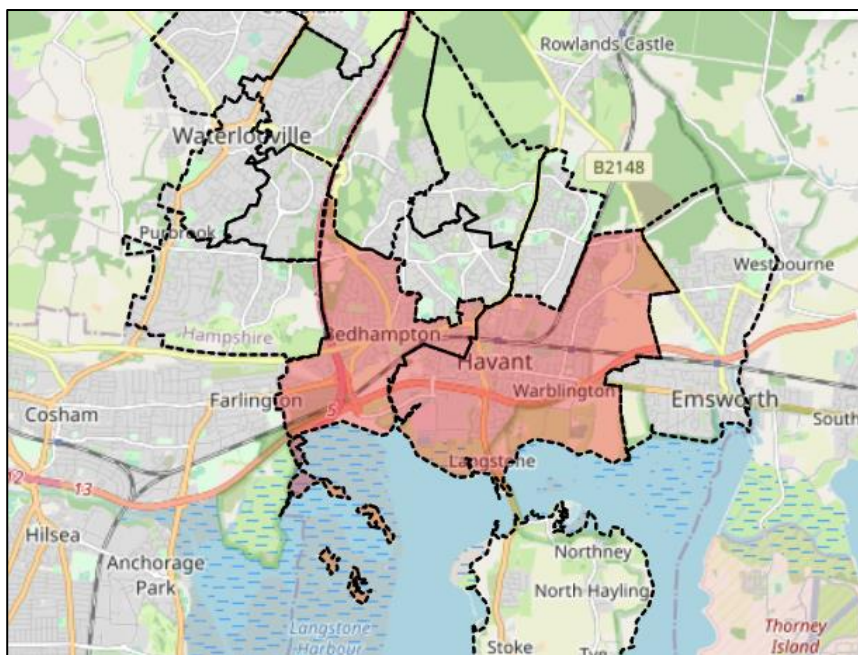


Figure 7: Havant 014 and 018 wards

- 6.27 The 2011 census data for the Havant 014 and Havant 018 wards suggest that 51% of households which live in flats do not own a car/van, 41% own 1 car/van and 8% own 2 or more cars/vans. In relation to this development this would equate to 46 households not owning a car/van, 37 households owning 1 vehicle and 7 households owning 2 vehicles. Therefore, based on the census data, it can be expected that the development would require a total of 51 parking spaces for vehicles associated with residents.
- 6.28 In addition, the 2011 census data provided within Appendix 1 of HBC's Parking SPD it is shown that 21% of households within Havant do not own a car/van. This therefore equates to circa 19 – 20 households for the proposed development, which equates to the reduction at the development. On the basis of this evidence, it is reasonable to expect that not all residents will own a car and the proposed level of parking is therefore acceptable.

- 6.29 HBC's Parking SPD also states the reduction for visitor parking should parking be unallocated. As the majority of parking at the development is unallocated and given the reasons mentioned above regarding site accessibility it is reasonable to provide fewer visitor parking spaces.

Electric Vehicle Parking

- 6.30 Electric vehicle charging infrastructure will be provided to serve each dwelling. A total of 90 parking spaces in accordance with criterion f) of Decision Making Principle 5 of the Havant Housing Delivery Position Statement (March 2022), which refers to residential development being expected to 'provide electric vehicle charging infrastructure for each new residential unit with private off-street parking'.

Disabled Parking

- 6.31 Havant Borough Council's parking standards state that disabled people's car parking spaces should be provided as a ratio of 5% of the total allocation. The site is providing a total of 5 disabled parking spaces (**Appendix A**) which equates to 5% of the total provision.

Cycle Parking

- 6.32 HBC's guidance states that cycle storage should be provided at 1 space per 1-bed unit and 2 spaces per 2/3-bed unit. Therefore, the development will provide a total of 146 cycle storage spaces in line with HBC's guidance. The cycle storage spaces will be accommodated within each of the buildings to ensure secure, covered spaces are provided to residents. In addition, a further 29 visitor cycle spaces are proposed to support sustainable travel by visitors to and from the development.

Servicing

- 6.33 Each block of flats will have a bin storage/collection area, as identified in the site layout plan (**Appendix A**). The bins will be Eurobins which require a refuse vehicle to get within 10m of the bin collection point. A swept path analysis is shown within **Appendix G**, showing that the HCC 11.2m refuse vehicle can safely manoeuvre on site and get within 10m of all bin collection points.
- 6.34 A swept path analysis is also included within **Appendix G** to show that a fire tender can safely manoeuvre on site. It has been ensured that a fire tender is able to get within 45m of each point of the buildings, however, in line with building regulations, a pumping system will be within 45m of all units.

Road Safety Audit

- 6.35 In pre-application discussions with HCC, it was asked that a Stage 1 Road Safety Audit (RSA) for the site to be completed. The masterplan with proposed access arrangements and the proposed pedestrian crossing point have been sent to an external auditor to undertake the RSA and will be submitted to HCC separately.

7. TRIP GENERATION AND HIGHWAYS IMPACT

- 7.1 To understand the likely vehicular impact of the proposed development on the operation of the local road network, consideration was given to the previously consented schemes' trip rates, generation and the TRICS database.
- 7.2 Although the site is an existing B8 storage area, HCC stated within the pre-application response *"assessments of trip generation for existing use should not be based on theoretical trip rates"*. Therefore, as there is no data available for the current trip rates/site use, all trips associated with the development will be treated as new trips on the network, although this is a robust worst case as per the above.
- 7.3 It is however worth highlighting that as a result of the development proposals there will be a reduction in the number of HGV movements along Palk Road given the site will no longer be used for commercial/business use which will improve noise and air quality for existing Palk Road residents.

Vehicular Trip Generation

- 7.4 To establish the proposed trip generation associated with the proposed development, trips rates have been derived from the TRICS (v.7.9.1) database. These trip rates have been agreed by HCC as stated in the pre-application response attached as **Appendix B**.
- 7.5 As stated, the proposed development will provide flats as its sole house type. As such, whilst a proportion would be for social/affordable housing, to provide a robust assessment, all units have been assessed as 'private', which typically exhibit higher rates. The parameters used to generate the trip rates are summarised below:
- Residential Developments – Flats Privately Owned Use Class;
 - Between 9 to 184 units;
 - Weekday surveys only;
 - Edge of Town and Suburban Areas;
 - Sites with no Travel Plan; *and*
 - Sites in England (excluding Greater London).
- 7.6 The results of the TRICS assessment are provided in **Table 7**, with full outputs included in **Appendix H**.

TRICS (v7.9.1)	AM Peak Period (08:00-09:00)		PM Peak Period (17:00-18:00)		12-Hour Flows
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (per unit)	0.057	0.182	0.168	0.085	2.200
Trip Generation (90 units)	5	16	15	8	198

Table 7: Proposed Vehicular Trip Generation

7.7 As summarised within **Table 7**, the proposed development could potentially generate 21 two-way vehicle movements in the AM peak and 23 two-way vehicle movements PM peak period, with 198 daily vehicle trips (over a 12-hour period). Therefore, as these trips are minimal, it is unlikely they will have a significant impact on the surrounding highways network.

7.8 None-the-less, as discussed through the pre-application stage, consideration to the traffic flows and percentage impacts on local junctions have been assessed later in this report.

Multi-modal Trip Generation

7.9 The TRICS (v7.9.1) database has also been used to derive the multi-modal trip rates expected for the proposed residential units at the development site, using the same parameters as set out for vehicles. The results of the TRICS assessment are provided in **Table 8**, with full outputs included in **Appendix H**.

TRICS (v7.9.1)		AM Peak Period (08:00-09:00)		PM Peak Period (17:00-18:00)		12-Hour Flows
		Arrivals	Departures	Arrivals	Departures	
Pedestrian	Trip Rate (per unit)	0.026	0.136	0.106	0.050	1.364
	Trip Generation (90 units)	2	12	10	5	123
Cycle	Trip Rate (per unit)	0.001	0.019	0.011	0.007	0.116
	Trip Generation (90 units)	0	2	1	1	10
Bus	Trip Rate (per unit)	0.000	0.029	0.029	0.004	0.252
	Trip Generation (90 units)	0	3	3	0	23
Train	Trip Rate (per unit)	0.000	0.032	0.013	0.000	0.129
	Trip Generation (90 units)	0	3	1	0	12
Total		22		21		168

Table 8: Proposed Pedestrian Trip Generation

7.10 As summarised within **Table 8**, the proposed development could potentially generate up to 22 two-way multi-modal trips in the AM peak, 21 two-way multi-modal trips in the PM peak and up to 168 multi-modal movements over a 12-hour period.

- 7.11 The proposed development could potentially generate 14 two-way pedestrian movements in the AM (0800-0900) peak and 15 two-way pedestrian movements in the PM (1700-1800) peak, with 123 pedestrian movements across a 12-hour period.
- 7.12 A WCHAR has been prepared in conjunction with this TA to consider the suitability of the local network to accommodate these extra pedestrians, plus the addition of a pedestrian crossing point along West Street to accommodate pedestrians along the northern footway towards Havant Town Centre. Overall, it is anticipated that the surrounding infrastructure plus modest improvements can accommodate the increase in pedestrian movements.
- 7.13 In terms of cycle movements, the site could potentially generate 2 two-way trips in both the AM and PM peak periods. These trips are a minimal increase to the surrounding network, and it is anticipated that the infrastructure can accommodate the increase of cycle movements, further discussed within the WCHAR.
- 7.14 Furthermore, the development could potentially generate an increase of 3 people in both the AM and PM peak periods utilising the local bus services. As summarised in section 3 of the report, the local bus services operate every 10-30 minutes (Monday-Saturday) and every 30-60 minutes on a Sunday. Therefore, it is anticipated that the local bus services will be able to accommodate the small increase in passenger numbers.
- 7.15 In addition, the proposed development could potentially generate an increase of 3 people in the AM peak, 1 person in the PM peak and 12 people over a 12-hour period utilising the local train services. As these are minimal increases in trips, it is unlikely there will be any issue in accommodating the extra people on the train services which operate frequently from both Bedhampton and Havant. Network Rail have also been informed about the trip increase from the proposed development. At present, no further comments have been made by Network Rail in this regard.
- 7.16 Therefore, in summary, the proposed development will have minimal impact on the surrounding highways, pedestrian and cycle network and will produce minimal impact on public transport services. Therefore, it is not likely that the proposed development will cause a significant change in the operation of the local highways network or public transport services.

8. TRIP DISTRIBUTION

- 8.1 Having estimated the number of vehicular trips likely to be generated by the site, traffic distribution diagrams have been created using the 2011 'Travel to Work' Census data (WF01BEW) for Havant 014 (where the site is located), shown within **Figure 8**. Data set WF01BEW has been assessed to understand to destinations people travel to work from the site (Havant 014) and determine the likely routes they travel. These distributions were shared with HCC through the pre-application process and whilst they were not agreed due to the need to consider alternative routes when the level crossing is in use, HCC did not raise any concerns with the methodology or datasets being used.

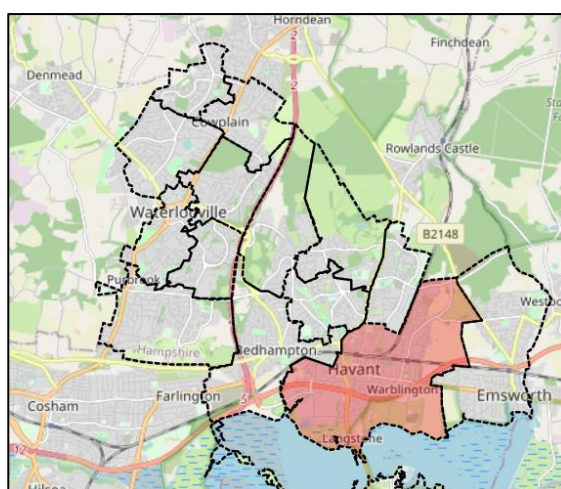


Figure 8: Havant 014 Location

- 8.2 **Table 9** shows the main workplace destinations and the percentage of residents (Havant 014) that commute to each destination, along with the most likely route used.

Location	Percentage	Route Assignment	
Havant	20.4%	West Street East	Park Way
	10.2%	West Street West	New Road
Portsmouth	5.5%	West Street West	Bedhampton Road
	5.5%	West Street East	Brockhampton Road
Chichester/Bognor Regis	10.9%	West Street East	Brockhampton Road
Waterlooville	8.9%	West Street West	Bedhampton Road
Cosham	8.1%	West Street West	Bedhampton Road
Emsworth	6.4%	West Street East	Brockhampton Road
Hilsea	5.7%	West Street East	Brockhampton Road
Bedhampton	3.6%	West Street West	Bedhampton Road
Fareham	6.1%	West Street East	Brockhampton Road
Petersfield	3%	West Street West	Bedhampton Road
Hayling Island	2.0%	West Street East	Brockhampton Road
Southampton	1.8%	West Street East	Brockhampton Road
London/Basingstoke	1.3%	West Street West	Bedhampton Road
Winchester	0.3%	West Street East	Brockhampton Road
Crawley	0.2%	West Street East	Brockhampton Road

Table 9: Trip Distributions Route Assignments

- 8.3 **Table 9** demonstrates that most trips are expected to stay within Havant (30.6%), with a large proportion also travelling towards Portsmouth (11%), Chichester (10.9%), Waterlooville (8.9%) and Cosham (8.1%).
- 8.4 The distributions set out within **Figure 8** and **Table 9** were discussed through the pre-application stage with HCC highway officers. The figures set out were to some extent agreed with HCC, albeit commentary on the impact of the level crossing being in use and the associated impact on the distributions is required through this TA.
- 8.5 It is identified within **Table 9**, that to access the strategic network (A27 and A3(M)) for those travelling north or west, the Bedhampton Road route would be used, with vehicles then subsequently travelling through the Rusty Cutter and Tear Drop junctions. This is considered the most direct route and provides a more robust assessment with distributing more vehicle movements over the level crossing.
- 8.6 However, given the HCC highway comments received through the pre-application, it can be anticipated that these vehicle movements could potentially be redistributed when the level crossing barrier is down as those wanting to access the A27/A3(M) could do so via Harts Farm Way. Therefore, for robustness, when modelling the Palk Road/ West Street junction, both distribution scenarios (**Table 10**) will be assessed.
- 8.7 **Table 10** shows the percentage of development traffic which could turn left and right out of the development site onto West Street based upon the distributions in **Table 9** and based upon whether the level crossing barriers are down. The resultant distribution diagrams are attached as **Appendix I**.

Direction		Percentage (Based on Census Data Distributions)	Development Trips	Percentage (Based on the Level Crossing Barriers being down)	Development Trips
East (right out of development)	AM Peak	59.4%	10	87.5%	14
	PM peak		5		7
West (left out of development)	AM Peak	40.6%	7	12.5%	2
	PM Peak		3		1

Table 10: Direction of Travel from Development Site

- 8.8 **Table 10** demonstrates that whilst the percentages have increased/decreased by 28%, this only relates an increase of up to 4 vehicle trips, which when considered across the network is minimal. It is also evident that some trips must still continue to travel over the level crossing.

- 8.9 Based on information from the trip distribution set out in **Table 10**, 40.6% of development traffic is expected to turn left out of Palk Road and travel west towards the Bedhampton level crossing and continue to either New Road (10.2%) or Bedhampton Road (30.4%).

Bedhampton Road

- 8.10 Of the 30.4% travelling west along Bedhampton Road, 13.6% travel along Portsdown Hill Road to head towards Cosham and into Portsmouth without using the motorway, 12.5% use the B2150 (Hulbert Road) to head towards Waterlooville and 4.3% on Bedhampton Hill to head towards the A27/A3 at the Bedhampton Roundabout.

Park Way

- 8.11 Of the 59.4% which travel east out of the site, 20.4% can be expected to utilise Park Way to access Park Road North and stay in Havant or head towards Leigh Park and Rowlands Castle.

Brockhampton Road

- 8.12 The other 39% that travel east will utilise Brockhampton Road. From Brockhampton Road, 19.4% use Harts Farm Way to access the A27 heading west and A3, while 19.6% use Solent Road to access Langstone, Hayling Island or the A27 heading east.

Palk Road/West Street

- 8.13 A trip distribution diagram is attached as **Appendix I** which shows the development is expected to have 9 trips to/from the west of the access (7 departures and 2 arrivals) and 13 trips to/from the east of the access (10 departures and 3 arrivals) in the AM peak. In the PM, the site could be expected to generate 9 trips to/from the west of the access (3 departures and 6 arrivals) and 14 to/from the east of the access (5 departures and 9 arrivals).
- 8.14 Such values at the Palk Road/West Street junction are considered modest and should not cause any highway capacity concerns. However, as agreed with HCC, this junction will be modelled.

Brockhampton Road/West Street

- 8.15 The Brockhampton Road/West Street junction would experience the single highest vehicle movements (aside from the access) with a total of 12 vehicle trips in the AM peak and 14 vehicle trips in the PM peak. This equates to an additional vehicle every 4 minutes which is not considered to cause any significant operational or capacity concerns.

- 8.16 The West Street arm would experience the greatest increase in vehicle movements in the AM peak (9 vehicles) whilst the Brockhampton Road arm would experience the greatest single increase in the PM peak (6 vehicles).
- 8.17 Through the pre-application discussions with HCC, it was identified that the proposed development would have a minimal impact on the flows at each of the junctions requested to be assessed. It was therefore agreed with HCC that, aside from the Palk Road/West Street junction and the level crossing, no further junction modelling would be required, assuming that the distribution and full details would be provided and agreed through the application. This is therefore set out in full later within the report.

Bedhampton Level Crossing

- 8.18 Of particular interest is the Bedhampton Level crossing; for which 8 vehicle trips would be added to the network in the AM and 7 trips added in the PM peaks. Such numbers are modest and would result in 1 additional vehicle every 8.5 minutes westbound and 1 every 30 minutes eastbound in the AM and reversed in the PM.
- 8.19 When the level crossing barrier is down and vehicles decide to take other routes, trips could be as minimal as 3 in both the AM and PM peak periods. Therefore, the development is not likely to have a significant impact upon the operation of the network. The full impact of the level crossing and a queue length assessment will be detailed later in this TA within **Chapter 10**.
- 8.20 As shown in **Table 10**, when the level crossing barrier is down, a higher percentage of vehicles can be expected to turn right to avoid queuing which can be done given the 'Keep Clear' markings at the junction.
- 8.21 Based upon census data and discussions with HCC, it can be expected that the 12.5% utilising the B2150 (Hulbert Road) will continue to do so even if the barrier is down and those wanting to access the A27/A3 will instead turn right onto West Street. In terms of trips, this equates to an extra 4 vehicles turning right out of the development in the peak periods. Therefore, the development is still expected to have little impact on the surrounding highways network.

9. TRAFFIC FLOW DATA AND SURVEYS

9.1 With consideration to previous assessments of the site, and the HCC highway responses, assessments of 5no. local junctions were identified to be required. As aforementioned, the requirement to model each junction was assessed following pre—application discussions with HCC and it was agreed (via email correspondence dated 16th September 2022) that it is unlikely full junction modelling would be required for most junctions.

9.2 None-the-less, to establish the baseline traffic flows on the local road network, camera surveys (CCTV and/or Enumerators) were undertaken at the following junctions (identified within **Figure 9**):

- Palk Road/West Street
- West Street/Bedhampton Road
- Park Road South/Solent Road
- Brockhampton Road/Solent Road/Marples Way
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

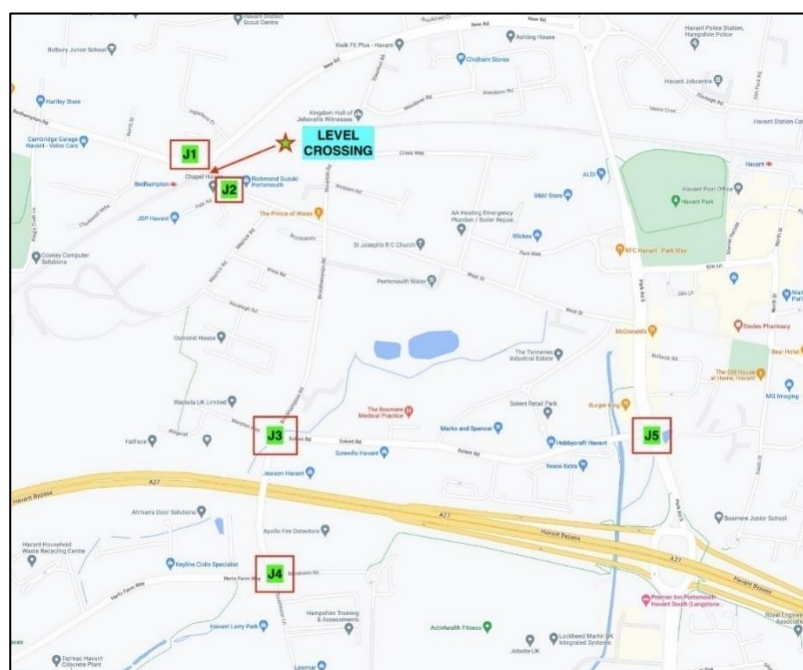


Figure 9: Survey Locations

9.3 From the assessment undertaken, it was identified that all of the junctions had different AM peak and PM peak periods. A summary of each junction and their associated peak periods is provided in **Table 11**.

Junction	AM Peak Period	PM Peak Period
Palk Road/West Street	09:00-10:00	16:15-17:15
West Street/ Bedhampton Road	08:00-09:00	16:30-17:30
Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way roundabout	07:45-08:45.	16:00-17:00
Brockhampton Road/Solent Road/Marples Way roundabout	08:45-09:45	16:30-17:30
Park Road South/Solent Road	09:00-10:00	16:00-17:00

Table 11: Summary of Junction Peak Periods

9.4 As the peak hours at each junction varies, for terms of a robust assessment, the peak hours of 0800 – 0900 and 1615 – 1715 have been utilised for modelling and traffic distribution purposes to cover the busiest periods across the 5 junctions (**Table 11**).

9.5 The results of the surveys for the peak hours (08:00-09:00 and 16:15-17:15) are summarised within **Tables 12 - 16**, with full outputs attached within **Appendix J**.

West Street/Bedhampton Road			
	B2149 Bedhampton Road	B2149 New Road	West Street
AM Peak (08:00-09:00)			
Flows	715	582	87
PM Peak (16:15-17:15)			
Flows	657	700	189

Table 12: Junction 1 Survey Results - West Street/Bedhampton Road

Palk Road/West Street			
	West Street (west)	Palk Road	West Street (east)
AM Peak (08:00-09:00)			
Flows	124	6	90
PM Peak (16:15-17:15)			
Flows	105	4	190

Table 13: Junction 2 Survey Results – Palk Road/West Street

Brockhampton Road/Solent Road/Marples Way				
	Marples Way	Brockhampton Road (North)	Solent Road	Brockhampton Road (South)
AM Peak (08:00-09:00)				
Flows	18	155	287	294
PM Peak (16:15-17:15)				
Flows	77	140	385	340

Table 14: Junction 3 Survey Results – Brockhampton Road/Solent Road/Marples Way

Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way				
	Harts Farm Way	Brockhampton Road	Brookside Road	Southmoor Lane
AM Peak (08:00-09:00)				
Flows	549	280	37	126
PM Peak (16:15-17:15)				
Flows	257	383	96	332

Table 15: Junction 4 Survey Results – Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

Park Road South/Solent Road			
	Park Road South (north)	Solent Road	Park Road South (south)
AM Peak (08:00 – 09:00)			
Flows	757	358	1,052
PM Peak (16:15-17:15)			
Flows	893	609	867

Table 16: Junction 5 Survey Results – Park Road South/Solent Road

TEMPro Growth Factors

- 9.6 The baseline traffic surveys were undertaken in July 2022 at the junctions detailed above in **Tables 12 - 16**. In line with HCC guidance, analysis of the traffic impact will be undertaken for 2027, five years from the date of the planning application submission.
- 9.7 A growth factor has been applied to provide the 2027 baseline flows. These can then be used to assess the capacity at the Palk Road/West Street junction (through junction modelling) and assess the percentage impact of the development at the remaining junctions (an assessment that has been approved by HCC following pre-application discussions). The growth factors obtained from the TEMPro database are displayed within **Table 17**.

TEMPro	Growth Factor	
2022-2027	AM	1.0593
	PM	1.0587

Table 17: TEMPro Growth Factors

- 9.8 As agreed with HCC at the pre-application stage, the development is only required to assess the impact of the proposed development for the following scenarios:
- 2022 baseline
 - 2027 baseline
 - 2027 + Committed Development
 - 2027 + Committed Development + Proposed Development

Committed Developments

- 9.9 As requested by HCC highway officers, committed developments in the area have been considered to establish the predicted traffic pressures on the local road network before the development traffic is added. There is one site currently in for planning in the local area (Land at Kingscroft Farm - APP/22/00669) which we have included within our application as a committed development. Whilst the site is not allocated and does not yet have permission, as per the request from HCC, this has been treated as a 'Committed Development'. The location of this development in relation to the proposed development is identified within **Figure 10**.

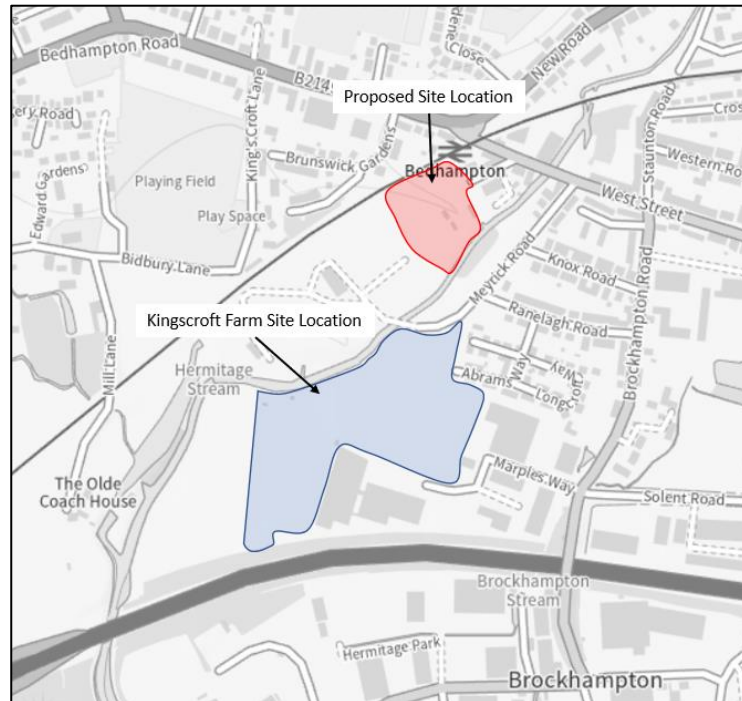


Figure 10: Location of Committed Developments

- 9.10 The 'Land at Kingscroft Farm' application was submitted in June 2022 for the development of up to 140 dwellings. A TA was prepared by i-Transport which concluded that the site could be expected to generate up to 75 two-way vehicle movements in the AM peak period and up to 69 two-way movements during the PM peak period.
- 9.11 The traffic distribution and route assignment used within the TA have been utilised within our TA to understand the joint impact at the surrounding junctions in terms of the trips generated. These flows are attached as **Appendix K**.

10. JUNCTION CAPACITY ASSESSMENT

10.1 To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at the Palk Road/West Street junction as agreed with HCC. The original pre-application response (**Appendix C**) required the following junction to be modelled:

- West Street/Bedhampton Road
- Level Crossing
- Park Road South/Solent Road
- Brockhampton Road/Solent Road/Marples Way
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

10.2 The requirement to model the junctions was discussed with HCC at the pre-application stage (**Appendix C**) and it was agreed that due to the low number of trips that the proposed development would add to these junctions, modelling would not be required (subject to further details and agreement through the planning application). However, these junctions will be referenced in terms of the number of trips the proposed development will add to the network.

Palk Road/West Street

10.3 The Palk Road/West Street junction provides access to the proposed development site as well as several residential properties and does not provide any through routes. At the junction of Palk Road and West Street, there are 'Keep Clear' markings to ensure the junction is not blocked when the Level Crossing barrier is down and vehicles queue.

10.4 As this junction will be the only access to the site and where all trips associated with the site utilise, it is required that the junction is modelled to understand whether there are any capacity concerns. The junction modelling has covered the following scenarios:

- Baseline 2022
- Baseline 2027
- Baseline 2027 + Committed Development
- Baseline 2027 + Committed Development + Proposed Development

Junction Modelling Software:

- 10.5 The capacity of the junction has been assessed using Junctions 9 software which provides a Ratio of Flow to Capacity (RFC) value, which identifies what proportion of each arm's total capacity is currently being utilised. RFC values exceeding 0.85 signify the point at which the capacity of the arm is being approached, and the potential to improve capacity could be explored, whilst RFC values of 1.0 or greater represent a junction operating above capacity. Junctions 9 software also provides values for junction delay (in seconds) and queue length in vehicles.
- 10.6 All modelling has been completed using 'vehicle' values rather than PCUs and as such the appended traffic flow diagrams are also all in vehicles. To provide a robust assessment, a 10% HGV rate has been applied throughout.

Modelling Results

- 10.7 To ensure that the site access has sufficient capacity to accommodate the proposed development, modelling has been undertaken for all scenarios. The results are summarised within **Table 18** and the full outputs are attached as **Appendix L**.

Scenario	Arm	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
		RFC	Max Queue	Delay (seconds)	RFC	Max Queue	Delay (seconds)
Baseline 2022	Palk Road	0.01	0.0	6.23	0.00	0.0	0.00
	West Street (West)	0.01	0.0	5.47	0.00	0.0	5.65
Baseline 2027	Palk Road	0.01	0.0	6.25	0.00	0.0	0.00
	West Street (West)	0.01	0.0	5.45	0.01	0.0	5.64
Baseline 2027 + Committed Development	Palk Road	0.01	0.0	6.33	0.00	0.0	0.00
	West Street (West)	0.01	0.0	5.46	0.00	0.0	5.59
Baseline 2027 + Committed Development + Proposed Development	Palk Road	0.04	0.0	6.91	0.02	0.0	7.09
	West Street (West)	0.01	0.0	5.48	0.01	0.0	5.64

Table 18: Palk Road/ West Street Junction Capacity Assessment

- 10.8 **Table 18** demonstrates that the Palk Road/West Street junction works well within capacity for all scenarios.
- 10.9 Although **Table 18** demonstrates that the Palk Road/West Street junction operates well within capacity in all scenarios, another junction capacity assessment has been undertaken to show how the junction would operate should a larger percentage of the development traffic turn right when the level crossing barrier is down. These results are presented within **Table 19** with full outputs attached as **Appendix L**.

Scenario	Arm	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
		RFC	Max Queue	Delay (seconds)	RFC	Max Queue	Delay (seconds)
Baseline 2027 + Committed Development + Proposed Development	Palk Road	0.04	0.0	7.30	0.02	0.0	7.43
	West Street (West)	0.01	0.0	5.47	0.01	0.0	5.62

Table 19: Palk Road/ West Street Junction Capacity Assessment – With Changed Distributions for Level Crossing

10.10 **Table 19** demonstrates that when the level crossing barrier is down, and a higher percentage of trips associated with the development will turn right out of Palk Road, there are no capacity concerns at the Palk Road/West Street junction.

10.11 Furthermore, the queue length surveys undertaken as part of the traffic surveys (**Appendix J**) indicate that there were no queues along Palk Road in the AM or PM peak periods. However, when compared to the queue length surveys when the level crossing barrier is in operation, there are queues of up to 16 vehicles eastbound and 12 vehicles westbound in the AM peak and 13 vehicles eastbound and 15 vehicles westbound in the PM peak along West Street.

10.12 Moreover, the proposed development flows are minimal (10 turning right and 7 turning left in the AM and 5 turning right and 3 turning left in the PM peak). However, the development flows for when the level crossing barrier is down suggest that 14 vehicles turn right and 2 vehicles turn left in the AM and 7 turn right and 1 turns left in the PM peak. Therefore, the development could potentially add up to 2 vehicles in the queue in the AM peak and 1 vehicle in the PM peak.

10.13 Therefore, as the development trips are minimal, it is unlikely that the development will have an impact upon the operation of the junction, making the site access suitable to accommodate the development.

Level Crossing Assessment

10.14 It is, however, noted that both junction capacity assessments (**Tables 18** and **19**) do not consider that the Palk Road/West Street junction is located circa 50m west of a level crossing. Therefore, the queue length will not be representative of the level crossing barrier being in operation. A separate queue length evaluation for the level crossing has therefore been undertaken to assess the impact the development could potentially have at the junction.

10.15 To establish the current operation of the level crossing barriers during the peak hours, a queue length survey was undertaken on Tuesday the 5th of July 2022. The results of the survey are summarised within **Table 20**, with full outputs attached as **Appendix M**.

Time Barrier went down	Time Barrier was down for	Westbound Queue	Eastbound Queue
AM Peak (08:00-09:00)			
07:58:45	1 minute 48 seconds	2	3
08:04:50	2 minutes	4	3
08:10:40	50 seconds	2	4
08:12:40	1 minutes 8 seconds	2	0
08:18:54	1 minute 56 seconds	3	0
08:22:40	2 minutes 26 seconds	4	0
08:28:01	9 minutes 35 seconds	12	16
08:39:36	3 minutes 51 seconds	7	5
08:46:35	3 minutes 14 seconds	8	12
08:51:33	1 minute 17 seconds	0	3
08:57:50	5 minutes 40 seconds	10	9
PM Peak (17:00-18:00)			
16:59:25	2 minutes 32 seconds	6	3
17:07:34	3 minutes 53 seconds	15	8
17:16:26	2 minutes 33 seconds	10	9
17:21:56	3 minutes 25 seconds	11	10
17:28:41	3 minutes 32 seconds	11	9
17:34:50	3 minutes 9 seconds	7	10
17:38:50	1 minutes 29 seconds	5	7
17:41:44	1 minute 30 seconds	3	4
17:48:55	3 minutes 40 seconds	7	13
17:54:35	1 minute 52 seconds	3	6
17:58:46	1 minute 45 seconds	3	4

Table 20: Level Crossing Queue Survey

10.16 The results of the level crossing queue length survey indicate that the largest queue in the AM peak is 16 vehicles eastbound and 12 vehicles westbound when the level crossing barrier was down for circa 10 minutes and in the PM peak is 13 vehicles eastbound when the level crossing barrier was down for 3 minutes and 40 seconds and 15 vehicles westbound when the level crossing barrier was down for 3 minutes and 53 seconds.

10.17 It is evident from the survey data that the barriers are sometimes only up for a minute before going down again. Therefore, if a queue has already formed there is not time for it to clear before the barriers go down again. In the AM peak this does not cause many vehicles to queue (0-4), however, the data shows that when the barrier is down for over 3 minutes is when a larger queue starts to form. This occurs from 0828:01 onwards in the AM peak.

10.18 It is evident from the data presented in **Table 20** that the queues westbound in the PM peak period remain over 6 as the barriers are down for over 3 minutes between 16:59:25-17:34:50. The queue eastbound also remain over 6 up until 17:38:50. The queues begin to lessen as the barriers are down for under 2 minutes.

10.19 However, as the proposed trip distribution suggests, the development traffic would only generate 1 trip every 6 ½ minutes across the level crossing in both the AM and PM peak periods. Furthermore, with the development traffic redistributed to take into account the level crossing barrier being in operation, the development would only generate 3 trips in both the AM and PM peak period, equating to 1 trip every 20 minutes. Therefore, as the trip generation is so low and c.3-9 trips would be added to the peak period queues and there is no issue with the capacity of the Palk Road/West Street junction, it is unlikely the development will have a significant impact of the operation of the surrounding highways network.

Percentage Impact Assessments

10.20 As aforementioned, the proposed development is anticipated to generate 22 vehicle movements in the AM peak period, 23 vehicle movements in the PM peak period and 202 vehicle movements across a 12-hour period.

10.21 Whilst it is noted that the pre-application response to support the previous submission (HCC reference: 6/3/13/219) identified a number of additional junctions requiring assessment, following pre-application discussions with HCC for the proposed development, it was agreed (subject to further details and approval on the distributions), that no further junction modelling would be required given the low percentage impact of the proposed development on the local junctions.

10.22 A summary of the percentage impact of the proposed development on each of the requested junctions has therefore been provided and is set out within **Table 21** below.

Junction	AM Peak Period			PM Peak Period		
	2027 Baseline + Committed Development Flows	Development Flows	Percentage Impact	2027 Baseline + Committed Development Flows	Development Flows	Percentage Impact
West Street/Bedhampton Road/New Road	1,384	10	0.72%	1,546	10	0.65%
Park Road South/Solent Road	2,167	4	0.18%	2,369	4	0.17%
Brockhampton Road/Solent Road/Marples Way Roundabout	754	8	1.06%	942	8	0.85%
Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way	992	4	0.40%	1,068	4	0.37%

Table 21: Percentage Impact Assessment (Anticipated Distributions)

10.23 **Table 21** demonstrates that the proposed development would generate minimal percentage impacts on the local road network, and therefore it is suggested that the data presented in **Table 21** above is sufficient to maintain the stance that no further junction modelling is required.

10.24 The assessment has been rerun to take into consideration any revised distributions due to the level crossing barrier being down and the resultant impact on traffic. The revised assessment is presented below in **Table 22**.

Junction	AM Peak Period			PM Peak Period		
	2027 Baseline + Committed Development Flows	Development Flows	Percentage Impact	2027 Baseline + Committed Development Flows	Development Flows	Percentage Impact
West Street/Bedhampton Road/New Road	1,384	3	0.22%	1,546	3	0.19%
Park Road South/Solent Road	2,167	4	0.18%	2,369	4	0.17%
Brockhampton Road/Solent Road/Marples Way Roundabout	754	12	1.59%	942	13	1.38%
Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way	992	8	0.80%	1,068	9	0.84%

Table 22: Percentage Impact Assessment (Revised Distributions)

10.25 **Table 22** demonstrates that even with the revised distributions as a result of the level crossing being in operation, the proposed development would generate minimal percentage impacts on the local road network. It is therefore suggested that the data presented in **Table 22** above is sufficient to maintain the stance that no further junction modelling is required.

11. SCOPE OF HIGHWAYS WORKS

11.1 Offsite highways works are proposed to facilitate non-motorised site users towards the pedestrian desire lines. The following options have been raised by HCC at the pre-application stage:

- Opportunity for a dropped kerb and tactile paving crossing point across West Street, between West Street and Meyrick Road.
- Upgrading the white 'Keep Clear' markings to a yellow box at the Palk Road/West Street junction
- Possibility of providing pedestrian/cycle connections to the PRow network (Wayfarers Walk) to connect this site with the adjacent Kingscroft Farm site which is now in for planning (Planning reference: APP/22/00669); *and*
- Consider the potential for cycle improvements which would likely be offered through a contribution value especially as the LHA have aspirations to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and Brockhampton Road roundabout.

11.2 Consideration in this section has also been given to the proposed Kingscroft development (application reference: APP/22/00669), for which a WCHAR and TA were also submitted to support the outline planning application. The findings of these reports are discussed further within the accompanying WCHAR to support this proposed development, but ultimately the Kingscroft development identified the following improvements to be made:

- Tactile paving to be provided at the Palk Road/West Street junction
- Tactile paving and bollard to be provided at the informal crossing facility along New Road adjacent to Ingledene Close
- Crossing facility with dropped kerbs and tactile paving along West Street
- East/West crossing facility between Solent Road and Marples Way
- Crossing facility at Ridgway/Marples Way junction.

11.3 The findings for the Kingscroft development are similar to those outlined within Paul Basham Associates WCHAR and are referenced within the remainder of this section where appropriate.

Palk Road Footway Improvements

- 11.4 Whilst Palk Road is unregistered the applicant is not opposed to providing the missing footway for the c20m stretch of surface, should it be deemed necessary to make the development acceptable in highway terms. However, this is not considered to be the case given the presence of a continuous footway on the southern side of Palk Road between the site and West Street which would be suitable for use by pedestrians associated with the site. Improvements to the West Street/Palk Road junction have been considered and are discussed subsequently, and so the requirement for implementing the missing 20m of northern footway should not count against the development and would not be considered necessary to support the development.

Crossing Facility on West Street

- 11.5 As part of the application, as agreed with HCC, the development is also willing to support the provision of a pedestrian crossing point in the form of dropped kerbs and tactile paving along West Street. This crossing facility would be located to the east of Palk Road, but prior to Meyrick Road. A drawing has been prepared that indicatively demonstrates this facility and is included within **Appendix F**. This would help enable a safer route towards Havant Town Centre for pedestrians as they will be able to utilise the wider footways available on the northern side of West Street.
- 11.6 It should be noted that this improvement was also identified through the Kingscroft development, and therefore it is suggested that the proposed development would pay a monetary contribution towards the implementation.

Road Markings

- 11.7 At present, a 'Keep Clear' box with associated markings is provided at the Palk Road/West Street junction to ensure that traffic can access/egress Palk Road to the east when the level crossing is in use. A potential improvement was suggested through the pre-application stage, whereby the markings could be upgraded to a yellow box. HCC were to speak with the Traffic Management team to understand if this can be offered given potential changes in enforcement.
- 11.8 Regardless of such improvements in this location, the proposed development is anticipated to generate 21 traffic movements in the AM peak period, 23 traffic movements in the PM peak period and 198 traffic movements across a 12-hour day. Therefore, it is considered that the current markings would be sufficient to accommodate this level of traffic increase, with the operation of the West Street/Palk Road junction not severely compromised.

Connectivity to Kingscroft Development

11.9 In terms of providing pedestrian/cycle connections to the PRoW network (Wayfarers Walk) to connect this site with the adjacent Kingscroft Farm site, the land ownership boundaries do not meet, leaving third party land between the sites. Therefore, it is not possible to provide this link.

11.10 However, it should be noted that the Kingscroft development will provide a footway connection between the site and the junction with Knox Road, which would tie into the existing infrastructure along the eastern side of Meyrick Road. This would therefore present an opportunity to provide improved connections between the proposed development site and the PRoW which routes from Meyrick Road to Ridgway.

Contributions

11.11 It is understood that HCC are investigating the opportunities to improve cycle provision between Brockhampton Lane and Harts Farm Way (via Solent Road and Brockhampton Road roundabout). HCC have suggested a monetary contribution towards improvements in this location may be sought. This is further discussed within the accompanying WCHAR.

11.12 With the improvements raised by HCC assessed, consideration has also been given to the remaining improvements identified through the Kingscroft application. Specifically, this relates to:

- Tactile paving and bollard to be provided at the informal crossing facility along New Road adjacent to Ingledene Close
- East/West crossing facility between Solent Road and Marples Way
- Crossing facility at Ridgway/Marples Way junction.

11.13 It is concluded within our accompanying WCHAR that the proposed development could pay a proportionate contribution towards sustainable transport improvements which could be used towards these schemes if deemed necessary by the local planning authority.

11.14 It is however, not suggested that contributions would be made to the Ridgway/Marples Way improvements. This is because, whilst a connection may be provided onto the PRoW through the Meyrick Road footway improvements, it is unlikely that many residents associated with the proposed development would utilise this route, as the route via West Street and Brockhampton Road is more direct. Therefore, improvements towards this area are not necessary in the context of the proposed development.

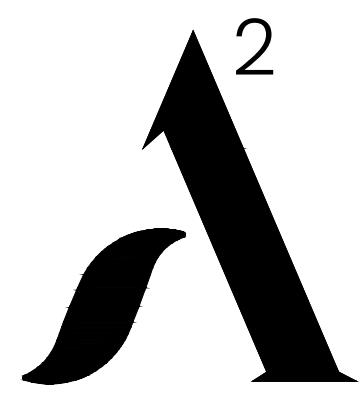
12. SUMMARY AND CONCLUSIONS

- 12.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of Bellway Homes Limited (Wessex) to support a full planning application for the redevelopment of a brownfield site to include the provision of 90 residential dwellings (including 27 affordable units) (C3 use), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road.
- 12.2 The site is situated in the Borough of Havant approximately 1km west of the main urban retail high street and adjacent to residential development on Palk Road. The site is bordered by the railway line to the north and lies approximately 160m south of the West Street level crossing. The highly sustainable location of the site presents an excellent opportunity to encourage sustainable travel and thus create a sustainable development.
- 12.3 The site has been subject to an extensive planning history varying from change of use applications, temporary permissions, to the suitability of providing a level of residential development. Part of the site has been allocated within policy HB1; site H19 in the Site Allocations Plan for 21 dwellings. The site was also identified for allocation in the emerging Local Plan under Policy H24, however, this Plan has now been withdrawn.
- 12.4 The scope of the highways input required for this application has been discussed at length with Hampshire County Council (HCC) highway officers and Havant Borough Council (HBC) through pre-application consultations.
- 12.5 Relevant national, local and regional policies and objectives have been examined and adhered to when designing the development. The relevant documents include NPPF (2021), Hampshire County Council Draft Local Transport Plan 4 (LTP4), Hampshire County Council Local Transport Plan 3 (LTP 3) (2011-2031), Havant Borough Council LCWIP (2021) and Havant Borough Council Core Strategy (2011).
- 12.6 The site comprises 90no. residential flats, with car and cycle parking considered against HBC standards. Access to the site will be via a continuation of Palk Road, with geometries of both the existing road layout and proposed internal layout sufficient to accommodate two-way vehicle movements. Visibility has been considered at the Palk Road/West Street junction to accord with the 30mph speed limit. Consideration has also been given to pedestrian improvements in the local area, with the possibility to provide the missing section of the Palk Road northern footway, tactile paving at the Palk Road/West Street junction and supporting the introduction of a crossing point between West Street and Meyrick Road assessed.

- 12.7 The proposed development's parking strategy has been developed in accordance with HBCs parking standards and in association with the site's highly accessible location and therefore the majority of parking is provided as unallocated. The site is providing a total of 113 parking spaces of which 81 would be unallocated, 15 allocated and 17 visitor parking spaces. The allocated spaces are provided for 5 x 3-bed units along with all 5 wheelchair accessible units. Whilst the total number of spaces on site falls slightly short of the requirements the site is in an excellent location to promote sustainable transport and the local census data supports a lower car parking provision for flatted developments and as such is considered suitable.
- 12.8 To establish the proposed trip generation associated with the proposed development, trips rates have been derived from the TRICS (v.7.9.1) database. The results of the assessment conclude that the proposed development could potentially generate 21 two-way vehicle movements in the AM peak and 23 two-way vehicle movements PM peak period, with 198 daily vehicle trips (over a 12-hour period). Therefore, as these trips are minimal, it is unlikely they will have a significant impact on the surrounding highways network.
- 12.9 The TRICS (v7.9.1) database has also been used to derive the multi-modal trip rates for the proposed development. The results indicate that the proposed development could potentially generate up to 22 two-way multi-modal trips in the AM peak, 21 two-way multi-modal trips in the PM peak and up to 168 multi-modal movements over a 12-hour period. Having assessed these individually in terms of pedestrians, cyclists and public transport users, it is likely that the minimal trip numbers will not have an effect on the public transport services and the pedestrian and cycle infrastructure can accommodate the increase in movements.
- 12.10 Having estimated the number of vehicular trips likely to be generated by the site, traffic distribution diagrams have been created using the 2011 'Travel to Work' Census data (WF01BEW) for Havant 014 (where the site is located). Data set WF01BEW has been assessed to understand to destinations people travel to work from the site (Havant 014) and determine the likely routes they travel. Based on this information, 40.6% of development traffic is expected to turn left out of Palk Road and travel west towards the Bedhampton level crossing and continue to either New Road (10.2%) or Bedhampton Road (30.4%). Consideration has also been given the operation of the level crossing, and it is identified that when the crossing is in use, the distributions can be expected to change to 87.5% turning right and 12.5% turning left out of Palk Road.

- 12.11 To establish the baseline traffic flows on the local road network, camera surveys (CCTV and/or Enumerators) were undertaken at several local junctions. These flows formed the 2022 baseline scenario, which were then factored up to 2027 baseline using TEMPro. In addition, committed developments in the local area were assessed and traffic flows from the Land at Kingscroft Farm (APP/22/00669) application were used within our distribution and modelling assessments.
- 12.12 To ensure that the site access has sufficient capacity to accommodate the proposed development, modelling has been undertaken for the Palk Road/West Street (site access) junction for all scenarios, including when the level crossing barrier is in operation. All the modelling scenarios suggested there are no concerns with the capacity or operation of the Palk Road/West Street junction.
- 12.13 To understand the impact on the Bedhampton level crossing, a queue length survey was undertaken during peak hour periods (07:00-10:00 and 16:00-19:00) on Tuesday the 5th of July 2022. Although it is evident that a queue forms in both the east and west in both AM and PM peak periods, it has been concluded that the proposed development will have little impact on the operation of the level crossing as the trips across this junction are minimal.
- 12.14 In terms of the off-site highways works, an improvement scheme has been presented which could include for a new crossing facility along West Street between Palk Road and Meyrick Road. Other improvements in the local area include the provision of tactile paving at the Palk Road/West Street junction, tactile paving provided where currently lacking along West Street in general, upgrading the informal crossing on New Road and improvements to cycle and pedestrian provision in the locale of the Brockhampton Road/Solent Road/Marples Road and Brockhampton Road/Harts Farm Way/Brookside Road roundabouts. As similar findings have been presented through this scheme as those identified through the Kingscroft development, it is suggested that proportionate monetary contributions are made by the proposed development towards these improvements.
- 12.15 This TA has demonstrated that the proposed development would not have a severe impact on the operation or safety of the local road network, has the opportunity to create a sustainable development and will enhance the local area with appropriate contributions to improvements. The brownfield site is in a highly sustainable locations and therefore is in an excellent location to support sustainable travel behaviours. As such, there are no reasons to withhold the grant of planning permission in relation to transport and highway related considerations subject to the inclusion of standard planning conditions and securing contributions and/or off-site highway works via a suitable planning obligation.

Appendix A



ARCHITECTURE & DEVELOPMENT

WEBSITE: www.A2AD.co.uk
EMAIL: info@A2AD.co.uk
TELEPHONE: 01489 290035
ADDRESS: Elan House
5a Little Park Farm Road
Fareham PO15 5SJ

CLIENT:

Bellway Homes (Wessex)

PROJECT:

Land Off Palk Road,
Bedhampton, Havant
PO9 1NL

DRAWING:

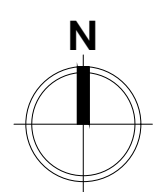
Proposed Site Layout

STATUS:

Planning

Do not scale for any other purpose than stated in title, use annotated dimensions only. All dimensions to be checked on site & any discrepancies/errors to be reported to A2 before work commences. This drawing is to be read in conjunction with all other relevant materials.

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SITE PLAN LEGEND	
	Application Boundary Line
	Existing Water Pipe
	Existing Surface Water Sewer
	Existing Trees
	Existing Trees Removed
	Proposed Trees / Planting (See ACD landscape plan for details)
	Apartment Reference
	Plot Number
	Parking Space
	Cycle Hoops
	Main Entrance
	Secondary Entrance
	Refuse Store
	Cycle Store
	Storey Heights
	Pergola

REV: DATE:

SCALE: DATE: DRAWN BY:

1:500@A2 NOV | 2022 SA

REFERENCE: SHEET NO: REVISION:

21085 101 -

Appendix B

Ed Allsop
WYG
The Pavillion, 1st Floor
Botleigh Grange Office Campus
Hedge End
Southampton
SO30 2AF

Our Ref: GEN/20/01048
Direct Line: 01730 234222
Ask For: Mr Adrian Ellis
Email: planning.development@havant.gov.uk

31 March 2021

Dear Sir

Site Location: Land at Palk Road, Havant

Re: Pre-application advice for the development of approximately 65-75 units with landscaping and access.

I am writing to you further to your enquiry received on the 14 December 2020 regarding the above address.

It is noted that at this stage you are looking for an 'in principle' response to the pre-application submission focusing on the proposed housing development of the site and the Council's view as to whether 4 storey development is acceptable on the southern edge riverside and western boundary.

It is noted that the pre-application includes a pre-application Planning Statement and a supporting illustrative site layout plan. Following discussions two additional section plans have been submitted to provide an indication of the scale of development on site.

A visit has been conducted without directly accessing the site, due to and respecting current Covid 19 restrictions.

The main issues identified at this pre-application stage are set out below:

1. Principle of Development
2. Flood Risk
3. Character and Appearance of the Area and whether 4 storey development is acceptable on the southern edge riverside and western boundary
4. Noise implications
5. Housing Requirements
6. Highway Matters
7. Trees
8. Ecology
9. Archaeological requirements

10. Economic Development- Local employment and training

11. Developer requirements / S106

13. Public Engagement

Principle of Development

Part of the site is allocated for residential in the Site Allocations Plan (Policy HB1; site H19) and in the emerging Havant Borough Local Plan (Policy H24). The remainder of the site, while not specifically allocated, does fall within the Urban Area / the Settlement Boundary under adopted policies AL2 and CS17, and emerging policy E3. The principle of sustainable development is therefore accepted in this location subject to addressing on site constraints.

The Hermitage Stream runs to the South East of the site, and the southern part of the site lies in Flood Zones 2 & 3 once climate change is taken into account. Flood Risk is therefore a key consideration in determining whether development here is suitable.

It should be noted that the wider site was promoted to the local authority for allocation in the emerging Local Plan, but rejected on the basis of insufficient information to indicate that the site could be made safe in the future (see Strategic Flood Risk Assessment – Local Plan Sites). The SFRA acknowledges that the available Climate Change mapping may be an overestimate of the future flood zones. You have indicated that flood risk work is underway. If that work can refine the information on future flood zones through detailed modelling to the satisfaction of the Environment Agency, this may demonstrate that the future flood zones are more limited than currently anticipated.

Detailed Considerations

Both the adopted and emerging allocation policy HB1 (site H19) and H24 set out site opportunities, constraints and development considerations. These include an indication of required reports and assessments to support an application, though additional assessments are likely to be required in light of the proposed expanded site area, including in particular a Sequential Test and a detailed Flood Risk Assessment for the site (see below).

Other Requirements

You are also advised of various emerging standards in relation to residential development. Particular attention is drawn to policies H1-H4 and E12, E14 and IN3 of the emerging plan. While these may be given limited weight at this time, it can be anticipated that they will have gained weight by the time of determination of any application and applicants are advised to plan to meet these requirements from the outset of planning new developments at this stage. | Land

Flood Risk

Following on from the earlier paragraphs relating to flooding and based on the information available to date, the starting point is that development here should be avoided (see HBLP Policy E19 and National Flood Risk Policy). A Sequential Test will therefore be required, to demonstrate that there are no reasonably available alternative sites in areas at lower risk of flooding. Any application will also need to be accompanied by a site specific detailed Flood Risk Assessment.

On a point of detail, on the concept plan submitted with the pre-application request, there is a potential SuDs area on the southern parts of the site. This area lies in the future flood zone from the river and is therefore unlikely to be acceptable in this location.

The Environment Agency (EA) has also provided a preliminary opinion and based upon the information currently available, identifying the site falling within Flood Zone 2 and 3 and

Source Protection Zones 1 and 1c. They have raised environmental concerns that you will need to address as part of any planning application. Further work will be needed to show how these issues can be satisfactorily addressed to ensure no environmental impacts.

Should you wish the EA to review any technical documents or want further advice to address the environmental issues, the EA can do this as part of their charged for service.

Further engagement at the pre-application stage will speed up any formal responses from the EA to any planning application and provide you with certainty as to what their response to your planning application will be. It should also result in a better quality and more environmentally sensitive development. As part of their charged for service the EA will provide a dedicated project manager to act as a single point of contact to help resolve any problems.

The Hermitage Stream

The importance of this stream is addressed both in the adopted and the emerging Local Plan (policy AL7 and E7 respectively), with improvements to the stream, its setting and access to the stream supported. The form of development proposed along in the south and west of the site will therefore have to be particularly carefully considered.

Character and Appearance of the Area and whether 4 storey development is acceptable on the southern edge riverside and western boundary

The site is located south of the railway line and to the north of the Heritage Stream.

The prevailing character of the surrounding area is a mix of residential and commercial development with the railway line running adjacent to the northern boundary. The residential development is primarily two storey housing comprising a mixture of detached, semi detached and terraced properties. The exception being the two, three storey blocks of flats in Palk Road, one on the northern side of the road at the junction with West Street and the other on the southern side of Palk Road. Both are prominent buildings which dwarf the scale of the two storey housing in Palk Road and beyond. Across the stream from the development site is a grassed amenity strip which, from the evidence of my site visit, is regularly used by local residents for local walks either with or without dogs. Beyond the western edge of the site, annotated on your plan, is a solar farm with two storey buildings further west. Whilst there is a line of trees including Weeping Willows along the boundary of open space, there are clear views into the site from the amenity area.

One of the key questions you have raised is whether the Council would support the introduction of 4 storey development along the southern riverside edge and to the western boundary of the site. The supporting plans also indicate four storey development along part of the northern edge of the site adjacent to the railway line. The other key consideration is the mix of development on site. The Council would expect the development to provide a mix of 1, 2, 3 and 4 bed houses with an opportunity for apartments to be integrated into the development.

As a height comparison, the four storey development illustrated in the section plans would be taller than the existing flatted development in Palk Road. The quantum of development would also see the building line moving closer to the Hermitage Stream.

When considering the layout, the relationship to the stream should form an attractive focal point for any development, with housing fronting onto the stream. However, I would have reservations regarding the introduction of four storey development fronting both the stream and western boundaries. My concern would be that the development would appear bulky, resulting in an imposing hard edge to the development site.

More appropriately, the scale of development at the southern and western boundaries

should be two storey reflecting the overarching scale of development in the locality. There would be opportunities for taller buildings as you migrate towards the railway. Overall, the maximum height of development should not exceed the height of the existing apartments in Palk Road. With regard to the relationship to the existing chalet bungalow at the western end of Palk Road, any new development should not impact upon their amenities, in terms of scale and overshadowing. A stepped increase in scale from two stories is considered appropriate.

In summary, the Council would expect a mix of houses and flats on site with the scale not exceeding the height of the neighbouring flats in Palk Road. There is an opportunity to create a high quality frontage to the stream at the southern edge of the site. In order to avoid a hard edge, development fronting the southern and western edges should be two storey, with an opportunity to increase the height of development towards the boundary with the railway.

Noise

The site is bordered at its northern boundary by the railway, which generates noise and vibration implications. Key to any future application is a good acoustic design and a layout which minimises noise impact upon future occupiers.

Any application will need to be supported by an acoustic report. The acoustic report should follow the approach to assessing the site in terms of risk by using Professional Practice Guidance on Planning & Noise

<https://www.ioa.org.uk/sites/default/files/14720%20ProPG%20Main%20Document.pdf>. I would expect that the site would be high risk and noise mitigation measures need to be provided in full.

The noise mitigation measures should be agreed at outline stage in order to ensure that our Pollution Control team will have a fully informed understanding of how the amenities of future occupants will be protected. Mitigation measures should include how the building is sealed, details of proposed ventilation mechanism and consideration of internal layout, siting any habitable rooms away from the noise sources.

Other areas that need to be considered are the potential impact of the existing business uses to the east of the site. The applicant needs to ensure there will be no conflict between existing planning uses and the proposed residential development. Please note this is not the existing business operation but the worst possible use (i.e. noisiest operation within the planning class use).

Housing Requirements

The proposed residential development of the site will contribute to the Councils Housing needs. Policy CS9 (HBLP 2011) sets out adopted policy requirements, these include:

- Affordable Housing - 30-40%
- Mixed communities
- Suitable density of development
- Mix of dwelling types and tenures

Emerging housing policy is set out in policies H1-H4. Any application should seek to demonstrate how the development would meet these requirements together with other relevant emerging policy by providing a compliance check (see below).

Policy H1 seeks to ensure high quality new homes including the following:

- Compliance with space standards and suitable amenity space;
- Enhanced accessibility and adaptability standards;
- Outdoor amenity space.

Policy H2 relates to Affordable Housing

- 30% requirement
- Shared ownership requirements
- Required to contribute to mixed and balanced communities - providing a range of type and size of affordable housing reflecting need.

Policy H3 relates to Housing Density

- Minimum density 40dph.

It is noted that this would result in a higher density of development on the site where a balance must be struck between making the best use of land whilst ensuring that site constraints are fully considered to produce a high quality, well designed development.

Policy H4 - Housing Mix

- Provide a range of dwelling types and sizes to meet identified local housing need.
- Incorporate approximately 35% as two bed homes as part of overall housing mix (market and affordable).

Policy E12 is also relevant setting out requirements for low carbon design.

Highway Matters

The impact of the development on the wider highway network and junctions would need to be fully assessed together with more localised impacts.

I understand from the Planning Statement that you are undertaking separate consultation with the Hampshire County Council as Highway Authority. From my site visit it is evident that a material consideration will be the impact of proposed development upon the railway crossing, particularly considering the regularity of when the gates are down and the resultant tailbacks queuing back from the crossing gates.

The Highway Authority were consulted and the advice received confirmed that development should be designed to comply with Manual for Streets in terms of the design criteria including visibility, provisions for emergency vehicles and arrangements for refuse storage and collection. The servicing arrangements should also be shown and appropriate vehicle tracking provided. A Transport Assessment should be provided to assess, but not be limited to, the impact on the local road network from trips associated with this development. The TA should also promote sustainable transport modes.

Car and cycle parking within the development should be provided to fully accord with the requirements set out within the adopted local authority standards in terms of the scale of the provision and the dimensions of those parking spaces.

Should you require more detailed discussions with the Highway Authority prior to the submission of any subsequent planning application, Hampshire County Council operates a pre-application highway advice service for developers. There is a charge for this service related to the scale of the development. Details of this service can be found via:

<https://www.hants.gov.uk/transport/developers/preapplication>

In terms of refuse collection, any development will need to provide the following access

requirements:

- Access/Service Roads need to be capable of taking a 26 tonne Refuse Collection Vehicle (RCV).
- Access routes must allow for the safe passage of a standard RCV i.e. 11.5 metre long.
- Any height restrictions must allow for the safe passage of a standard RCV i.e. 4.5 metres high.
- Parking needs to be controlled to allow the RCV to safely manoeuvre and turn.

Arboricultural requirements

There is a cluster of mature trees, including Weeping Willows, located south of the river outside the site that provides partial screening to the site from the grassed amenity area in front of Meyrick Road and the nearest neighbours to the south of the site.

There are no trees subject to a Tree Preservation Order on site, the nearest TPO is a Weeping Willow located outside the site boundary beyond the SE corner of the site. From views into the site, there does not appear to be any notable trees within the site. In the absence of any tree information accompanying this pre application enquiry, any application would need to be accompanied by a full Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan.

Ecology

Any application would need to include an Ecological Survey and assessment which identifies the value of the site ecologically, considers the impact of development (including the incorporation of an area of woodland into public open space) and demonstrates how impacts will be avoided or appropriately mitigated.

Wider impacts on Solent Recreation Mitigation Strategy and in relation to nutrients are considered below.

Archaeology

The site is located close to the river in an area associated with wells and springs and it is likely that this area was a focus of prehistoric activity as a result. Archaeological work ahead of development close by to both the east and the west have encountered archaeological evidence. There are no archaeological sites currently recorded at this location nor does the archaeological evidence in the vicinity suggest that archaeological remains will prove to be an overriding constraint to development. However, it is a material consideration and any impact should be mitigated.

Any planning application should be accompanied by a heritage statement that addresses the below ground archaeological potential of the site, the impact of past development of the survival (or loss) of that archaeological potential, the impact of the proposed development, and a suggested mitigation strategy (if any) to satisfy the planning authority that archaeological matters have been considered in line with guidance on NPPF.

Economic Development – Local Employment and Training

The Council's Economic Development team have commented upon this submission and whilst the number of units falls below the 100 threshold in policy DR2 they have requested consideration of engaging with the Council to secure a Local Employment & Training Agreement to increase apprenticeship jobs, promote career opportunities and secure jobs

for local residents to contribute towards a reduction in out commuting.

The proposed development presents an opportunity to build and enhance the skills of the local workforce by providing training and employment opportunities for local residents during the construction phase and the developer will benefit by being able to draw on a resident workforce for local development.

Developer requirements / S106

The development would be liable to the Community Infrastructure Levy (CIL). Further details can be viewed on the Councils Website:

<https://www.havant.gov.uk/community-infrastructure-levy>

The development would also require contributions to the Solent Recreation Mitigation Strategy, further details can be viewed here:

<https://www.havant.gov.uk/unilateral-undertaking-solent-recreation-mitigation-strategy>

Residential development must demonstrate nutrient neutrality and further details can be found on the Councils Website:

<https://www.havant.gov.uk/nitrogen>

and;

<https://www.havant.gov.uk/nitrogen-developers>

The second address includes 'New Application process note', European site avoidance and mitigation checklist (to be completed with application) and 'Nitrogen budget calculator' (to be completed with application).

If on site mitigation is proposed full details would need to be provided and assessed by the Council and Natural England.

Other potential S106 requirements identified at this stage are:

- Affordable Housing Requirements
- Highway Requirements
- SuDs / drainage requirements
- Nutrient budget requirements
- Open space and access requirements
- Infrastructure Contributions (Education, Health etc)
- Economic development, local employment and training
- Ecological Requirements
- Management and maintenance of common parts

Any application would need to be supported with a suite of information as set out in National Requirements and the Councils Local List (please note local list consultation will update requirements):

<https://www.havant.gov.uk/local-requirements-list>

A compliance checklist would also be needed to assess the proposal against the emerging local plan and this can be provided on request.

Public Engagement

Havant Borough Council strongly encourages public engagement at the pre-application stage particularly in relation to major developments. Public engagement in the current context is more challenging, however, innovative ways of site promoters engaging with the local residents should be considered.

In addition, the Council hosts Development Consultation Forums (DCF) for significant development (usually over 50 units). Whilst the DCFs are currently suspended as a consequence of the Covid restrictions, the Council will recommence the forums once the current restrictions are lifted. Further details are given below:

In the case of significant proposals, once you have obtained pre-application advice from the Council, we would encourage you to arrange and attend a 'Development Consultation Forum'. A Development Consultation Forum aims to improve Councillor, stakeholder and public involvement in the pre application process, and provides developers with a greater understanding of the community's expectations. The cost of a Development Consultation Forum is £3,000. Please contact the Council if you wish to obtain further information on this matter.

If this is of interest please contact the Council for further information and consideration can be given as to whether such a forum would be appropriate in this case. As a general comment such forums have proven to be helpful to guide development and engage with Councillors and the public at an early stage. Such meetings are currently likely to be held at least partly remotely on Skype or a similar platform.

Conclusions

In conclusion, I would make the following broad comments in relation to the proposal:

The principle of residential development is supported however the level of development will be subject to further investigations to determine whether the concerns relating to potential flooding can be addressed. Without such information development should only extend to the area allocated within the Local Plan.

The development will need to take account of the prevailing scale within the immediate surrounding area. The Council would expect a mix of houses and flats on site. There is an opportunity to create a high quality frontage to the stream at the southern edge of the site and In order to avoid a hard edge, development fronting the stream and the site's eastern edge, should be two storey, with an opportunity to increase the height of development towards the boundary with the railway, although development should not extend beyond the height of the existing flats within Palk Road. As a consequence, four storey development is unlikely to be supported in this location. Any development will need to be built incorporating high quality design, sustainable building methods and to respect the amenities of the immediate neighbours.

Detailed housing requirements will be required to be met to ensure integrated communities and to meet the needs of the Boroughs Residents including in relation to affordable housing.

Detailed assessments of highway impacts will be required particularly when assessing the impact of additional traffic on the railway crossing close to the junction with Palk Road. In addition, environmental impacts for example on ecology, trees, archaeology and the water environment will need careful consideration.

Impacts on the wider environment and infrastructure will need to be addressed through developer contributions and S106 requirements.

At this stage it is considered that a further progression of the pre-application to a more detailed stage with supporting technical information would be appropriate to support a

potential future planning application. There would be an additional pre-application fee in relation to a further pre-application submission.

I trust that the above comments are helpful in guiding considerations in relation to a potential future planning application for residential development at the site.

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

This advice also only relates to planning matters, and does not relate to any other application that may be required under the 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 023 9244 6571.

Yours faithfully

Mr Adrian Ellis
Principal Planning Officer
Our Ref: GEN/20/01048

Appendix C



Paul Basham Associates

jessica@paulbashamassociates.com

c.duff@paulbashamassociates.com

Enquiries to	Sophie Osborne	My reference	6/3/13/219
Direct Line	0370 779 5232	Your reference	N/A
Date	26 th August 2022	Email	Sophie.osborne@hants.gov.uk

For attention of Jessica Lloyd and Caroline Duff

Dear Madam,

Re: Pre-application advice - Residential Development of circa 92 dwellings at Land at Palk Road, Havant

Thank you for your consultation on the above pre-application. We have considered the information provided within the Pre-Application Scoping Note (reference 043.0035/PSN/1) and our comments regarding the proposed site are set out below. For clarity, the scoping note covers matters relating to:

- Planning History;
- Access;
- Parking;
- Accessibility; and
- Trip Generation and Distribution

Policy Status

The application site was allocated in the now withdrawn Havant Borough Council emerging local plan under policy reference H26 and within the adopted local plan under policy reference H19. The Highway Authority note that policy H19 only refers to the northern parcel of the site, whereas this pre-application covers the whole site.

Policy H19 within the adopted local plan suggests that the allocation has the capacity to provide residential development for circa 21 dwellings. It is noted that the number of proposed dwellings exceeds the allocation number.

Specifically in relation to the H19 allocation, and the highway matters, the policy requires:

- Utilisation of the existing access point at Palk Road;
- Transport Assessment considering the existing industrial traffic along Palk Road and how this will be accommodated with residential use; and
- Assess the impact of possible increase in pedestrian and/or vehicular usage on the Bedhampton Level Crossing

Whilst residential use was accepted in policy terms for the site, the level of additional proposed dwellings will give rise to additional underlying highway safety concerns of the Palk Road access and therefore, may give requirement for additional highway measures over what was stated within the policy.

The transport assessment at the planning stage should include all relevant policies.

Site History

The scoping note lays out the extensive planning history that this site has been subject to. This planning history is not accurate as it fails to consider that these permissions are temporary and does not consider the limits of those permissions. Currently, it is understood that the site does not have a valid planning permission. All previous planning consents expired between 2007-2011 with permissions only found for the northern parcel of the site.

The land has a complicated history with several temporary approvals and refusals. It is noted that these temporary permissions have been due to highway safety concerns of the access point to the site. The Highway Authority have previously raised highway safety concerns in a number of previous pre-apps regarding the Palk Road access. These remain especially considering that the proposed use within this pre-app is substantially different to the use of previous temporary planning consents and that it refers to the whole site parcel.

It therefore considered by the Highway Authority that there is no extant use for the site which can be justified to be discounted or considered against to benefit the assessment of this site.

Previous Pre-Application Advice

The Highway Authority responded to a pre-application in March 2021 for circa 65 to 75 dwellings. Additional information and several concerns were raised within this pre-application response, in particular, traffic survey data and trip generation considering the constrained nature of the site in transport terms. This is further covered within this response.

Site Location

The proposed development is adjacent to a residential development on Palk Road, where the site is accessed from. The site is bound by a railway line to the north and is located circa 160m south of the West Street level crossing.

Currently, the site is used for B8 storage with a track road in situ to access the area from Palk Road.

Sustainable Access

Walking and Cycling:

Footways flank either side of the carriageway along Palk Road. Widths of the footways have not been provided and should be for consideration regarding their suitability. It is noted that there is a circa 20m stretch along the northern side of Palk Road from the proposed site access where the footway is not a bound surface. It is requested that the applicant upgrades this to a surface footway should this application come forward at the planning stage.

The scoping note is misleading when suggesting that dropped kerbs with tactile paving are provided at most junctions. To the East, the Highway Authority note that tactile paving is missing in several key locations along the route to access Havant Town Centre. It is also noted that the footway along the southern side of West Street reduces to substandard width beyond the Meyrick Road/West Street junction and in some places no footway is present. Should this site come forward at the planning stage, the applicant would be required to provide crossing facilities allowing pedestrians to cross West Street onto the northern side of the carriageway where a more appropriate continuous footway is present to access Havant Town Centre. Tactile paving and visibility splays should be provided at all junctions providing a pedestrian route that does not prejudice against those with visibility and mobility impairments.

To the west of Palk Road, the footway extends over the level crossing tying into the existing infrastructure along Bedhampton Road. A footbridge is also present allowing pedestrians and pedal cyclists to cross when the level barriers are down. Within the Havant LCWIP the route to Havant Town via Bedhampton Road and West Street is identified as a key route for walking and cycling. Any application should consider opportunities for improvement to this route, especially if the site is to be within the Bidbury School catchment areas. This should be confirmed with the Children's Services team. Network Rail should also be engaged in relation to any scope of works for improvements to crossing the railway line on West Lane for pedestrians and cyclists.

A number of Public Right of Way (PRoW) footpaths run in close proximity of the site providing connections to local facilities including schools.

Limited narrative is provided within the scoping note regarding cycle connections. It is noted that NCN Route 22 runs close to the site, with access via West Street to Brockhampton Lane. NCN Route 22 provides cycle connections to Portsmouth and the wider cycle network. The Highway Authority have aspirations to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and Brockhampton Lane roundabout. This has onward linkage potential to this site and consideration should be given within any Transport Assessment work on how this development can aid delivery of this key cycle connection.

Pedestrian and cycle connectivity should also be considered to tie in with an adjacent site off Meyrick Road (planning reference APP/22/00669) to increase permeability between the two sites, The Highway Authority would welcome a discussion with the applicant on this point.

The applicant will be required to provide a WCHAR assessment in accordance with Hampshire County Council Technical Guidance TG19 of walking and cycling routes within the local area to identify any deficits in infrastructure which may require improvements. This should consider all matters raised within this section.

Buses:

The nearest bus stops to the development are on Bedhampton Road, circa 320m and 350m eastbound and westbound, respectively, with both stops subject to sheltered seating and timetable information. Bus services 23 and 20 provide regular connections to Southsea, Leigh Park, Havant and Hayling Island, with service 737 providing one connection a day to Petersfield on weekdays. School services 654 and SD5 also run from these stops providing one service every weekday at typical school picks up and drop off times.

Rail:

Bedhampton Railway Station, the closest station to the site, is located circa 220m north of the development. The station provides 2 services an hour to Portsmouth and Southsea, and 1 service an hour to London Waterloo and Littlehampton.

Whilst not being mentioned within the scoping note, Havant railway station is located circa 1.4km from the proposed site. It is considered that this would be a more attractive station for residents, providing more regular services to the above locations as well as direct services to Portsmouth Harbour, Brighton and Southampton Central.

Local Facilities

The scoping note provides a review of local facilities and services available to the proposed development. It is noted that distances to local facilities have been taken from the site access, rather than assuming a more conservative position within the development. The applicant should amend these distances accordingly and submit them for consideration. The WCHAR should include routes to all facilities included within the TA.

Personal Injury Accidents (PIA)

The applicant will be providing PIA data from Hampshire Constabulary records for the most recent 5-year period. The study area is proposed to be the following:

- Palk Road/West Street junction;
- Bedhampton railway level crossing; and
- West Street/New Road/Bedhampton Road junctions

The Highway Authority accept the use of Hampshire Constabulary data however would expect the following junctions to be included in the scope of the study:

- West Street/Brockhampton Road junction; and
- Brockhampton Road/Solent Road/Marples Way roundabout

Site Access

Access to the development is proposed to be a continuation of Palk Road as per the existing arrangement into the site. The existing carriageway is proposed to be retained at 6.9m before narrowing to 4.80m within the site. Footways 2.0m in width are proposed to flank both sides of the carriageway and the internal roads connecting into the existing infrastructure at Palk Road. A 4.80m carriageway consistently within the site is unlikely to be acceptable in accommodating all required vehicle movements. The width of the internal road network should be appropriate to accommodate traffic at a 20mph design speed along the primary and secondary network. Tracking will also need to be provided.

Visibility:

Visibility splays in accordance with HCC TG3 will be required for the Palk Road/West Street junction to ensure that visibility at the junction is acceptable for the proposed intensification of use.

Whilst the development is being accessed off a continuation of Palk Road, visibility splays will also be required, again considering the intensification of use. Whilst the principle of the extension is acceptable, the details rely on the internal arrangement of the proposed site and visibility splays proposed. There is concern that the existing parking on West Street may obstruct visibility from Palk Road and that the junction becomes blocked when the level crossing is in use. The access proposals should seek to address these concerns.

Parking Provision

The applicant proposes that vehicle and cycle parking will be provided in accordance with Havant Borough Council's Parking Supplementary Planning Document. 90 parking spaces are proposed for the development. This is a large shortfall in parking compared to the standards as set by Havant Borough Council and increases the likelihood of on-street parking.

It is noted within section 3 of the of the SPD that lower provision of car parking provision may be considered suitable if supported by certain measures regarding the design and layout of the development. Considering the local road network of Palk Road means no additional on carriageway parking could be accommodated, the Highway Authority cannot confirm whether this shortfall in parking would be acceptable on highway safety concerns without the internal road network being finalised.

Havant Borough Council as Parking Authority should be consulted on the parking quantum and the Highway Authority welcome sight of their views on the proposals.

Internal Road Network

The applicant is not intending to offer the internal road network up for adoption by Hampshire County Council. The final masterplan is yet to be decided, as such no comments can be provided on this stage. However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in

<https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link:

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Refuse/Servicing:

Refuse collection is to take place within the development. Specific details regarding refuse and servicing arrangements are yet to be finalised. The applicant states that the arrangements are to adhere to guidance as laid out within Manual for Streets. The refuse collection team should be consulted to ensure that there are no existing access issues along unadopted Palk Road which will form the site access that the Highway Authority should be aware of.

Stage One Road Safety Audit (RSA1)

Despite the fact that the internals are intended to remain private, the Highway Authority will still require an RSA1 which should be submitted for consideration along with a designer's response once the masterplan has been finalised. The RSA1 should also cover the site access proposals.

Trip Generation

Existing Trips:

Considering that the current site is operational, assessments of trip generation for existing use should not be based on theoretical trip rates. It is requested that traffic surveys are undertaken to understand current trip rates from the existing B8 use.

Proposed Trips:

The applicant has undertaken a trip generation assessment using the TRICS database for private flats. Considering proposed development is solely for flats, this parameter is considered acceptable. The calculated vehicular trip rates and trip generation for the development are as follows:

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	
--	----------------------------------	----------------------------------	--

	Arr.	Dept.	Arr.	Dept.	12-Hour Flows
Trip Rate (per unit)	0.057	0.182	0.168	0.085	2.200
Trip Generation (92 units)	5	17	15	8	202

It is noted that this trip rates are similar to those provided for the previous pre-app at this site, which were not agreed. However, considering the housing structure for this site has been finalised as all flats, the Highway Authority are minded to agree.

Net Impact:

A net impact assessment as already outlined is not considered appropriate given the planning history of the existing use.

Pedestrian Trip Generation:

The applicant has utilised the same parameters for vehicular trip generation using the TRICS database to analyse the proposed pedestrian trip generation. The calculated pedestrian trip rates and trip generation for the development is as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		12-Hour Flows
	Arr.	Dept.	Arr.	Dept.	
Trip Rate (per unit)	0.026	0.136	0.106	0.050	1.364
Trip Generation (92 units)	2	13	10	5	125

The scoping note states that a WCHAR will be undertaken to assess the suitability of the walking facilities to ensure that these are able to accommodate this increase in pedestrian trip generation. As noted previously, this is agreed.

Traffic Distribution/Assignment

The applicant has estimated traffic distribution based on the 2011 'Travel to Work' Census Data for Havant 014. Calculated distribution has been applied to the development traffic generation shown above which suggests the following vehicular traffic at Palk Road will turn as follows:

Direction	Percentage
East (right out of development)	59.4%

West (left right out of development)	40.6%
--------------------------------------	-------

The following majority of the distribution on the wider highway network as follows:

- Havant – 30.6%;
- Portsmouth – 11%;
- Chichester – 10.9%;
- Waterloooville – 8.9%; and
- Cosham – 8.1%

It is noted within the scoping note that the anticipated route to the A27/A3(M) would be traveling west over the level crossing and via Bedhampton Road as this is deemed to be the most direct route. This is agreed when the level crossing barriers are not in use. When the level crossing is in use however, it would be expected that residents would access the A27/A3(M) via Harts Farm Way to the southeast as this would be the quickest route.

Bedhampton Level Crossing:

The scoping note refers to the fact that an additional 9 vehicle trips will be added to the network in both the AM and the PM peaks. This is however not agreed as the Highway Authority do not agree with the approach of offsetting the existing use. Daily trips should be provided within the full TA for the Highway Authority to assess the impact that this may have on the Bedhampton level crossing and the Palk Road access in terms of safe operation.

Considering the heavy reliance on the level crossing to access the wider network (40.6%), the applicant should undertake further work to understand the impact this will have on the safe operation of the local road network.

Queuing activity at the level crossing, for both north and south of the barriers, should be surveyed within the AM and PM peaks, and over a daily period along with the average and maximum length of time that the barriers were down. This should be submitted if the site comes forward at the planning stage so that the full impact of the additional queuing vehicles can be considered.

Junction Assessments

The argument that the proposed development leads to a net reduction in trips is not agreed. As such, the Highway Authority would require the survey data to be provided at the following junctions:

- Palk Road/West Street;
- West Street/Bedhampton Road;

- Bedhampton Level Crossing;
- Park Road South/Solent Road;
- Brockhampton Road/Solent Road/Marples Way Roundabout; and
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way Roundabout

The Highway Authority will also require the applicant to model the above junctions for the following scenarios:

- 2022 baseline;
- 2027 baseline; and
- 2027 baseline + Proposed Development Traffic

TEMPRO growth factors should be applied accordingly.

The applicant should also be made aware that following the outcome of the traffic surveys, further scenarios may be required to be modelled to ensure that junctions are able to operate within capacity considering the increase of the proposed development traffic.

Travel Plan

The development is of a scale where a travel plan will be required to be submitted.

Summary

Considering the constrained nature of the site in relation to the access and transport terms, further consideration is requested regarding junction modelling, trip generation and distribution before the development would be considered acceptable in planning terms.

I trust that the above is clear, but please do not hesitate to Sophie Osborne on the above number/email should you require any further information.

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

Caroline Duff

From: Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Sent: 12 September 2022 13:13
To: Jessica Lloyd; Drury, Holly
Cc: Caroline Duff; Shannon Betteridge; Mark Smith
Subject: RE: 043.0035 Palk Road, Havant - Post Meeting Note 08.09.22

Follow Up Flag: Follow up
Flag Status: Completed

Hi Jessica,

Thank you for sending over the meeting minutes following our pre-app meeting last week. I have read through and have made some points in red below – the minutes are agreed with the addition of these points.

Just to note that this further adds to comments made within our response and does not remove anything we have said within our formal pre-application letter. We are just clarifying the points that had been discussed following the issue of the response.

Kind regards,

Sophie Osborne
Transport Planner
0370 779 5232
sophie.osborne@hants.gov.uk

Highways Development Planning
Hampshire County Council
1st Floor Elizabeth II Court West
The Castle Winchester SO23 8UJ

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Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information [Pre-application advice | Hampshire County Council \(hants.gov.uk\)](#)

From: Jessica Lloyd <jessica@paulbashamassociates.com>
Sent: 09 September 2022 12:37
To: Drury, Holly <holly.drury@hants.gov.uk>; Osborne, Sophie <Sophie.Osborne@hants.gov.uk>
Cc: Caroline Duff <c.duff@paulbashamassociates.com>; Shannon Betteridge <shannon@paulbashamassociates.com>;

Caution: This is an external email and could contain malicious content. Do not open any links or attachments if you were not expecting them. If the e-mail looks suspicious, please report via the 'Report Phishing' Button found on your toolbar.

Hi Holly, Sophie,

Thank you for your time yesterday talking through the pre-application comments for Palk Road, Havant. As discussed, I have provided the below summary of the discussions and highlighted any actions in bold.

- JL advised HCC an application is likely to be submitted towards the end of September/early October given the DCF (held on 23rd August 2022) was successful with no major concerns raised (which would not already be reviewed as part of the planning application)
- HD advised that the HCC DC team are very busy at the moment at therefore there may be some delays. If anything can be agreed still within the pre-app stage this would be beneficial
- The site history was broadly discussed where JL advised there is a permanent personal consent for B2 use of the palette area which reverts to B8 is used by anyone else (associated with application APP/19/00078). Reference will be made to this within a future planning submission where suitable, but note HCCs concerns with considering extant uses
- With regards to the 20m section of footway on the northern side of Palk Road, JL advised this land is unregistered and Palk Road itself is not adopted and it is therefore not within Bellway Homes's gift to deliver the works. **HD to review options for this area through legal mechanisms** (possible Section 228). JL also noted that there is a continuous footway on the southern side of Palk Road which pedestrians could use. **As discussed, we will require the land registry documentation before Holly can action this point. Additionally, we will require the rights that the applicant has over Palk Road. Please can this be sent over as requested last week.**
- As part of the WCHAR, the full route to Havant Town Centre should be considered. HCC have raised concerns with some existing crossing points where the option to improve with tactile paving could be offered. HD/SO confirmed a single crossing north to south could be offered to alleviate restricted footway widths. Whilst the pre-app response states 'Tactile paving and visibility splays should be provided at all junctions providing a pedestrian route' it was agreed that the suitability of these route need be assessed for all users and but not necessarily technical drawings of visibility splays.
- HD advised that Network Rail should be consulted regarding possible potential improvements, but agreed the options were likely limited. If consultation can occur before a planning submission this could speed up the planning process.
- The WCHAR should include the route towards Harts Farm Way and Solent Road towards Tesco etc and consider the potential for cycle improvements which would likely be offered through a contribution value
- HD requested further information on the opportunity to connect the proposed development to the site off Meyrick Road and further information on this will be included within the TA
- HD confirmed visibility at the Palk Road/West Street junction should be provided and considered against the on-street parking, although it was collectively recognised that the yellow lines on West Street appear to have been extended which will improve visibility.
- The suitability of the Palk Road/West Street junction when the level crossing is down was discussed and JL suggested upgrading the white Keep Clear markings to a yellow which would address most of HCC's concerns. **SO to speak to HCC Traffic Management team to understand if this can be offered given potential changes in enforcement.**
- Trip generation was discussed along with a query over the site history use (as referenced above) and that HCC do not agree with the net impact conclusions within the PSN

- HD confirmed that distributions when the barriers are down should be considered, likely based on journey times and delays when the barrier is down from survey results. **JL/CD to provide a proposed distribution for this to be agreed within the pre-app**
- Whilst the HCC pre-app comments reference the need for modelling, HD confirmed that not all junctions listed may need modelling and instead should be assessed in some form. **JL/CD to provide traffic distribution diagrams of movements through the junctions along with percentage impacts to propose an assessment methodology (i.e which junctions, if any, need modelling).** Although HD did suggest that the Palk Road/West Street junction would likely need modelling
- HD advised that given the location of the site which is within walking distance of Havant Town Centre we should be able to focus efforts on improving sustainable transport opportunities as opposed to highway capacity
- **Reference to providing ped/cycle connections to the ProW network (Wayfarers Walk) was discussed to connect this site with the adjacent Kingscroft Farm site which is now in for planning (Planning reference: APP/22/00669). Consideration should be given to this to increased ped/cycle permeability to the wider area.**

I hope the above covers everything discussed although please let me know if you have any queries. We will be in touch shortly regarding getting the level crossing distributions agreed as well as the scope for highway impact assessment.

Kind Regards,

[Jessica Lloyd](#)

Principal Transport Planner

BSc Geography, MSc Transportation Planning and Engineering



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Appendix D



Palk Road, Havant

SCALE	1 : 3500
DATE	13/09/2022
DRAWING No.	
DRAWN BY	

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

Selected Polygon: BACSSR0922113 - REPORT - PALK ROAD, HAVANT - P

44170150548 22/04/2017 Time 2341 Vehicles 1 Casualties 1 Serious
E:470687 N: 106585 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct 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: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Impaired by alcohol	Casualty 1	Very Likely
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD COLLIDES WITH INTOXICATED CAS 1 (PEDESTRIAN) WHO STEPPED INTO ROAD IN FRONT OF VEH 1 FOR UNKNOWN REASON.

Occurred on B2177 BEDHAMPTON ROAD AT JUNCTION WITH BRUNSWICK GARDENS, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Negative Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 20 Male Pedestrian Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist
In carr elsewhere N bound
Driver's nearside

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44170278520 20/07/2017 Time 0900 Vehicles 2 Casualties 1 Slight
E:470676 N: 106593 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

V1 (CYCLE) TRAVELLING N ON BRUNSWICK GARDENS HAS TURNED R ONTO BEDHAMPTON ROAD IN
FRONT OF V2 WHO WAS TRAVELING E. A COLLISION OCCURRED.

Occurred on BRUNSWICK GARDENS AT JUNCTION WITH BEDHAMPTON ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Turning right
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Unknown vehicle type Going ahead other
Vehicle movement from W to E 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 Not traced
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44170304488 07/08/2017 Time 1620 Vehicles 2 Casualties 1 Slight
E:470908 N: 106493 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Disobeyed Give Way or Stop sign or markings	Vehicle 1	Possible
2nd:	Exceeding speed limit	Vehicle 2	Possible
3rd:	Failed to look properly	Vehicle 1	Possible
4th:	Failed to look properly	Vehicle 2	Possible
5th:			
6th:			

VEH 1 (VAN) TRAVELLING NE ALONG MEYRICK ROAD, STOPS AT JUNCTION DUE TO WAITING TRAFFIC
QUEUEING ON WEST STREET, TURNS LEFT AS VEH 2 (M/CYCLE) TRAVELLING NW ALONG WEST STREET
FILTERING ALONG CENTRE OF ROAD AND COLLIDES, THROWING THE RIDER OFF.

Occurred on WEST STREET AT JUNCTION WITH MEYRICK ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Starting
Vehicle movement from SW to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 50 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motor Cycle over 50 cc and up to 125cc 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 Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
O/S Age of Driver 17 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 17 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

44170335171 29/08/2017 Time 2030 Vehicles 2 Casualties 1 Serious
E:470796 N: 106541 First Road: U Road Type Single carriageway
Speed limit: 40 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lighting unknown Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Passing too close to cyclist, horse rider or pedestrian	Vehicle 2	Possible
2nd:	Loss of control	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 2 (VAN) TRAVELLING SE ALONG WEST STREET OVERTAKES VEH 1 (P/CYCLE) TRAVELLING IN
FRONT AND COLLIDES WITH VEH 1 PUSHING IT INTO A PARKED VEH. VEH 2 FAILED TO STOP.

Occurred on WEST STREET OUTSIDE CHAPEL HOUSE, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Offside Hit vehicle:
Hit object in road Parked Vehicle Off road: None
Nearside Age of Driver 29 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: No

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Overtaking moving vehicle O/S
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 Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Not traced
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44180135087 13/04/2018 Time 0635 Vehicles 2 Casualties 1 Slight
E:470928 N: 106093 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout 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:	Junction overshoot	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (P/CYCLE) TRAVELLING N ALONG BROCKHAMPTON WAY, GOES RIGHT AROUND THE
ROUNDAABOUT TO ENTER SOLENT ROAD WHEN VEH1 (CAR) TRAVELLING S ALONG BROCKENHAMPTON
WAY ENTERS THE ROUNDAABOUT AND COLLIDES WITH VEH2.

Occurred on BROCKHAMPTON WAY, AT JUNCTION WITH SOLENT ROAD, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NE to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 43 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from S to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 46 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 46 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44180411316 01/11/2018 Time 2239 Vehicles 2 Casualties 1 Slight
E:470602 N: 106619 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 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: Failed to look properly	Vehicle 1	Very Likely	
2nd: Distraction in vehicle	Vehicle 1	Possible	
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) PARKED OUTSIDE THE GOLDEN LION PH ON B2140 BEDHAMPTON ROAD FACING SE, BEGAN TO PERFORM A U-TURN. VEH2 (M/CYCLE) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD WHEN VEH1 PULLED INTO ACROSS ITS PATH.

Occurred on B2149 BEDHAMPTON ROAD, OUTSIDE THE GOLDEN LION PH, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car U-turn
Vehicle movement from Park 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Motorcycle - unknown cc 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 35 Male
Not hit and run Breath test Negative
Left hand drive: No

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44190012164 11/01/2019 Time 0830 Vehicles 2 Casualties 1 Serious
E:470793 N: 106584 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
Crossing: Control None Facilities: None within 50m Road surface Frost/Ice
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 NEW ROAD WHEN VEHICLE IN FRONT STOPPED CAUSING THE RIDER TO BRAKE HEAVILY AND WHEEL SLIPPED OUT CAUSING THE RIDER TO FALL OFF. VEH 2 (CAR) PUTS AUTOMATIC CAR INTO WRONG GEAR AND RUNS OVER VEH 1.

Occurred on B2149 NEW ROAD OUTSIDE OF NUMBER 2, HAVANT, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 50 cc and up to 125cc Stopping
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 17 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Female Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from W to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 42 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44190144671 27/04/2019 Time 1431 Vehicles 3 Casualties 1 Serious
E:470717 N: 106573 First Road: B 2177 Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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:	Careless/Reckless/In a hurry	Vehicle 1	Very Likely
2nd:	Failed to look properly	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (P/CYCLE) TRAVELLING NW ALONG B2177 BEDHAMPTON ROAD ON THE PAVEMENT, LOOKS OVER
SHOULDER LOSES CONTROL AND VEH 1 DROPS IN ROAD AND COLLIDES WITH VEH 2 (CAR) TRAVELLING
SAME WAY AND COLLIDES WITH VEH 3 (CAR) WAITING ON CENTRAL HATCHINGS

Occurred on B2177 BEDHAMPTON ROAD OUTSIDE OF NUMBER 11 TO 11A, HAVANT, HAMPSHIRE

Vehicle Reference 1 Pedal Cycle 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 13 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 13 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Going ahead other
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 81 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Vehicle Reference	3	Car	Turning right
Vehicle movement from	NW to S	No tow / articulation	Leaving the main road
On main carriageway		No skidding, jack-knifing or overturning	
Location at impact	Not at, or within 20M of Jct	First impact	Front
Hit object in road	None	Off road:	None
Did not leave carr		Age of Driver	25
Not hit and run	Breath test	Negative	Female
		Left hand drive:	No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

44200103313 19/03/2020 Time 1405 Vehicles 2 Casualties 1 Slight
E:471000 N: 106368 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (CAR) TRAVELLING S ALONG BROCKHAMPTON ROAD HAS COLLIDED TO OFFSIDE WITH VEH 2 (VAN) TRAVELLING N ALONG BROCKHAMPTON ROAD.

Occurred on BROCKHAMPTON ROAD, OUTSIDE THE PORTSMOUTH WATER COMPANY, NEAR THE JUNCTION WITH KNOX ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from N to S No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 38 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 38 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under Going ahead other
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200140578 21/04/2020 Time 1425 Vehicles 2 Casualties 1 Slight
E:471031 N: 106758 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 1	Very Likely
2nd:	Failed to judge other persons path or speed	Vehicle 2	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SE ALONG JAMES ROAD TURNS RIGHT INTO NEW ROAD FAILING TO SEE VEH 2 (P/CYCLE) TRAVELLING SW ALONG NEW ROAD AND COLLIDES.

Occurred on B2149 NEW ROAD AT JUNCTION WITH JAMES ROAD, HAVANT, HAMPSHIRE

Vehicle Reference 1 Car Turning right
Vehicle movement from NW to SW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 24 Male
Not hit and run Breath test Not requested
Left hand drive: No

Vehicle Reference 2 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 Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 63 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 63 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200362295 18/09/2020 Time 0740 Vehicles 2 Casualties 1 Slight
E:470489 N: 106645 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (VAN) TRAVELLING SE ALONG B2149 BEDHAMPTON ROAD STARTS TO INDICATE LEFT. VEH1 (M/CYCLE) TRAVELLING SE BEHIND, ASSUMES VEH2 WILL TURN LEFT INTO KINGS CROFT LANE, SO STARTS TO OVERTAKE BUT VEH2 IS PERFORMING A U-TURN AT THE JUNCTION, SWINGS OUT AND HI
Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH KINGS CROFT LANE, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Overtaking moving vehicle O/S
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 30 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Van or Goods 3.5 tonnes mgw and under U-turn
Vehicle movement from SE to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 36 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44200387404 06/10/2020 Time 1340 Vehicles 1 Casualties 1 Serious
E:470670 N: 106595 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH 1 (M/CYCLE) TRAVELLING E ALONG B2149 BEDHAMPTON ROAD HAD TO BRAKE HARD DUE TO A
BUS PULLING OUT OF A BUS STOP, CAUSING RIDER TO FALL OFF.

Occurred on B2149 BEDHAMPTON ROAD AT JUNCTION WITH BRUNSWICK GARDENS, HAVANT,
HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway Skidded
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 17 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44210115448 27/02/2021 Time 1120 Vehicles 2 Casualties 1 Slight
E:471004 N: 106451 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Crossroads Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Daylight Fine without high winds
Special Conditions at Site None Carriageway Hazards: None
Place accident reported: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING N ALONG BROCKHAMPTON ROAD COLLIDED WITH THE REAR OF VEH1 (CAR)
TRAVELLING N IN FRONT, STATIONARY WAITING TO TURN LEFT ONTO WEST STREET.

Occurred on BROCKHAMPTON ROAD AT JUNCTION WITH WEST STREET, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car Turning left
Vehicle movement from S to N No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Jct Approach First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

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

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

Notes:

44210181370 11/05/2021 Time 1514 Vehicles 2 Casualties 2 Slight
E:470903 N: 106678 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Not within 20m of junction
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 judge other persons path or speed	Vehicle 1	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING NE ALONG NEW ROAD COLLIDED WITH THE REAR OF VEH2 (CAR) TRAVELLING NE IN FRONT.

Occurred on NEW ROAD, OUTSIDE NO.21, HAVANT, HAMPSHIRE.

Vehicle Reference 1 Car 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 Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 77 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 77 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Vehicle Reference 2 Car 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 Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 17 Male Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/12/2016 and 30/11/2021 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents
within selected Polygons -HC - RPU Statistics Request
("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
PAUL BASHAM")

44210316907 09/08/2021 Time 2306 Vehicles 2 Casualties 1 Serious
E:470890 N: 106665 First Road: B 2149 Road Type Single carriageway
Speed limit: 30 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: Failed to look properly	Vehicle 001	Very Likely	
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING E TO W ON NEW ROAD COLLIDES WITH VEH 2 (CAR) WHICH IS
CONDUCTING A 3 POINT TURN IN CARRIAGEWAY E TO E
Occurred on OUTSIDE 21 NEW ROAD BEDHAMPTON

Vehicle Reference 1 Motorcycle over 500cc Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
Vehicle movement from E to E No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 30 Female
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/12/2016 and 30/11/2021** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents
 within selected Polygons -HC - RPU Statistics Request
 ("BACSSR0922113 - REPORT - PALK ROAD, HAVANT -
 PAUL BASHAM")

Notes:

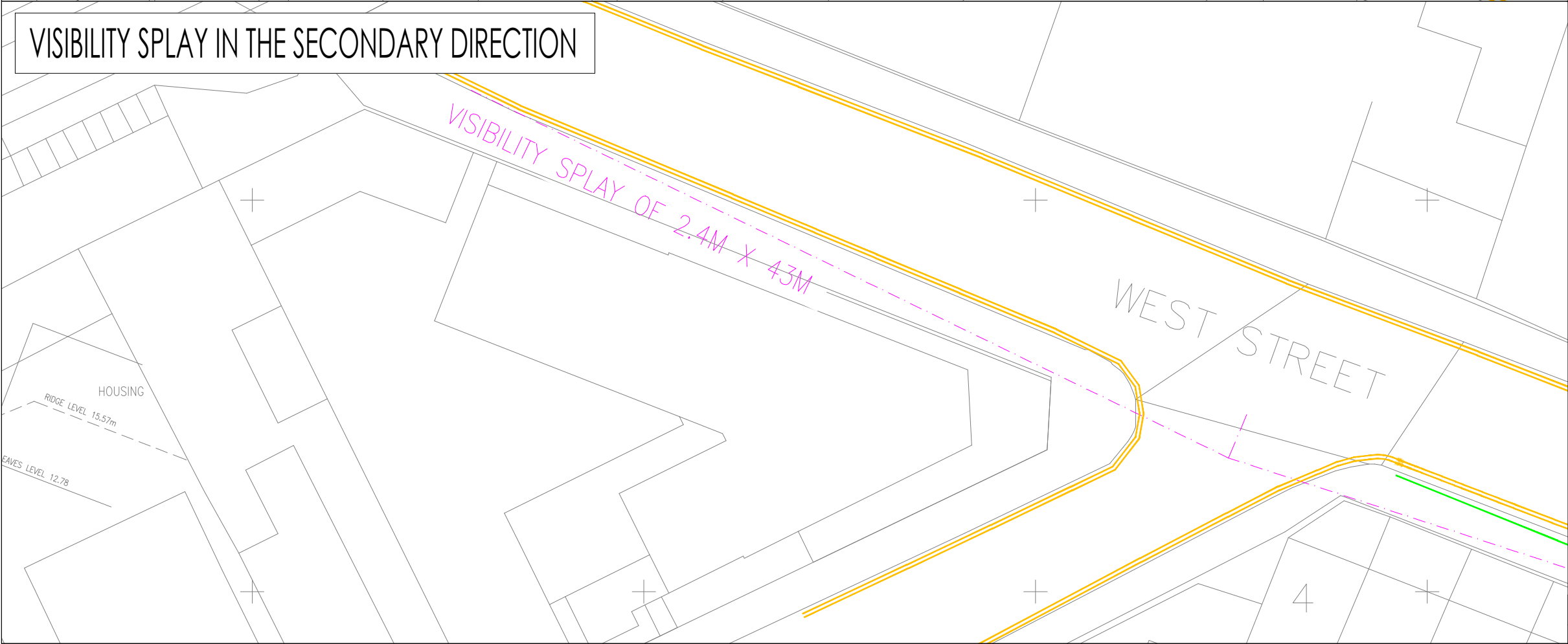
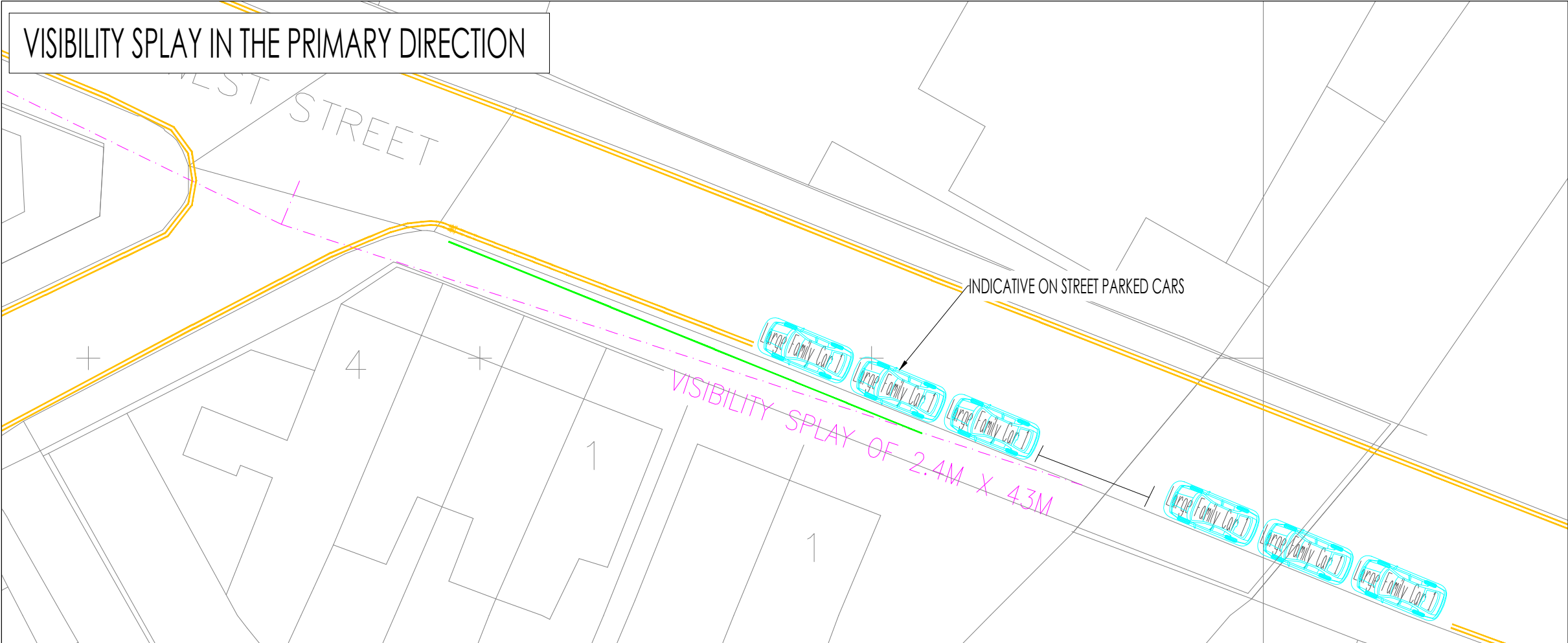
Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	3	4
2-wheeled motor vehicles	0	3	3	6
Pedal cycles	0	2	3	5
Horses & other	0	0	1	1
Total	0	6	9	15

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	0	3	3
Passenger	0	0	2	2
Motorcycle rider	0	3	2	5
Cyclist	0	2	3	5
Pedestrian	0	1	0	1
Other	0	0	0	0
Total	0	6	10	16

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.

VISIBILITY SPLAYS

1. VISIBILITY SPLAYS ARE BASED ON MFS GUIDANCE FOR 30MPH SPEED LIMIT ROADS.

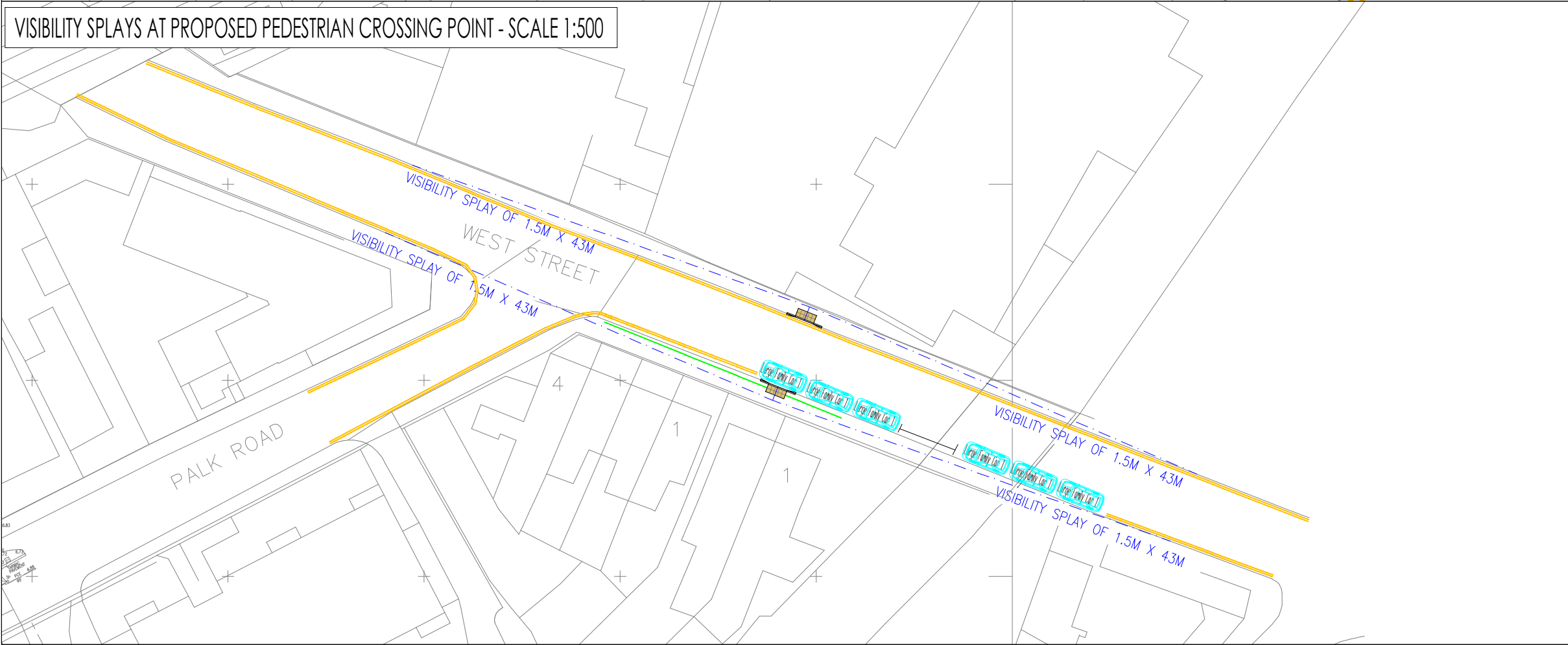
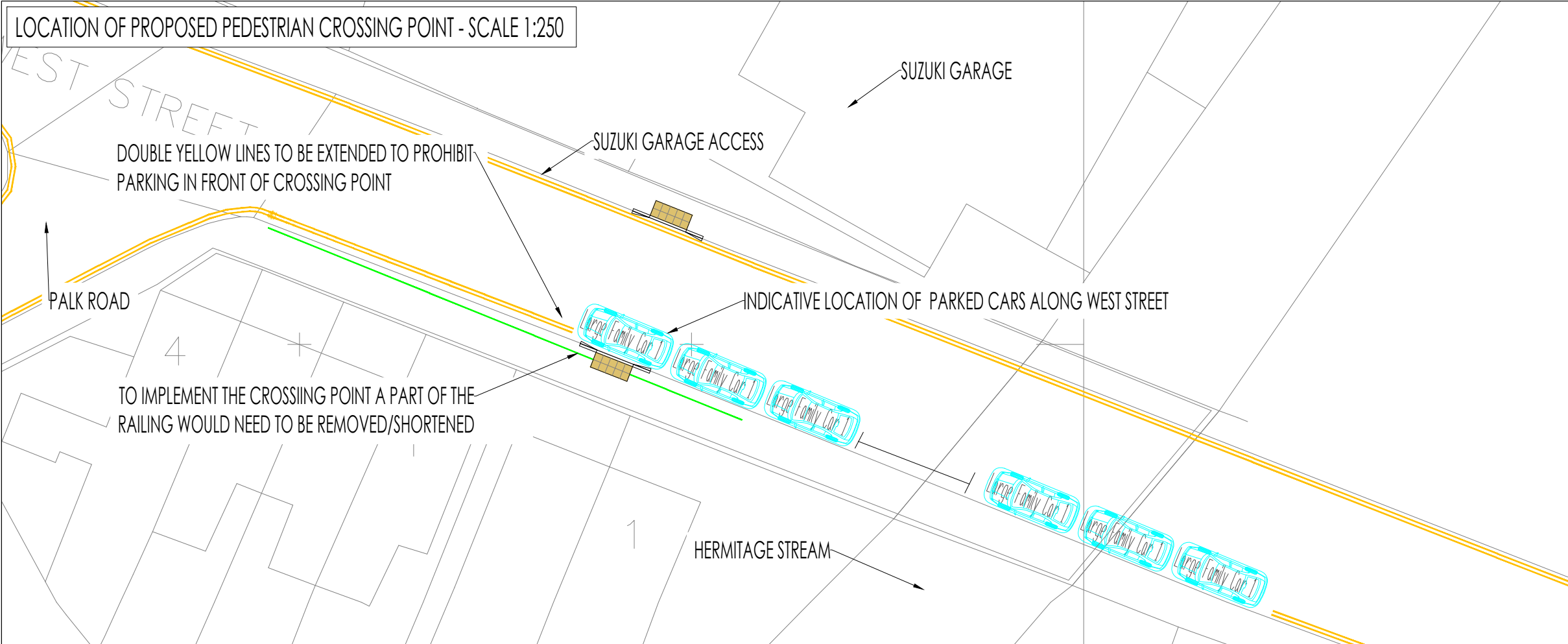
KEY

- EXISTING BARRIER
- INDICATIVE DOUBLE YELLOW LINES



Project Name	Title	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale	(AT A3 SIZE)		
LAND AT PALK ROAD HAVANT	VISIBILITY SPLAYS PALK ROAD/WEST STREET JUNCTION			JM	26.10.22	1:250			
Project Phase				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY				CD	26.10.22	-	043.0035.002	-	

Appendix F



GENERAL NOTES

- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
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- PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
- ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
- 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.

VISIBILITY SPLAYS

VISIBILITY SPLAYS ARE BASED ON MFS GUIDANCE FOR 30MPH SPEED LIMIT ROADS.

KEY

- EXISTING BARRIER
- INDICATIVE DOUBLE YELLOW LINES

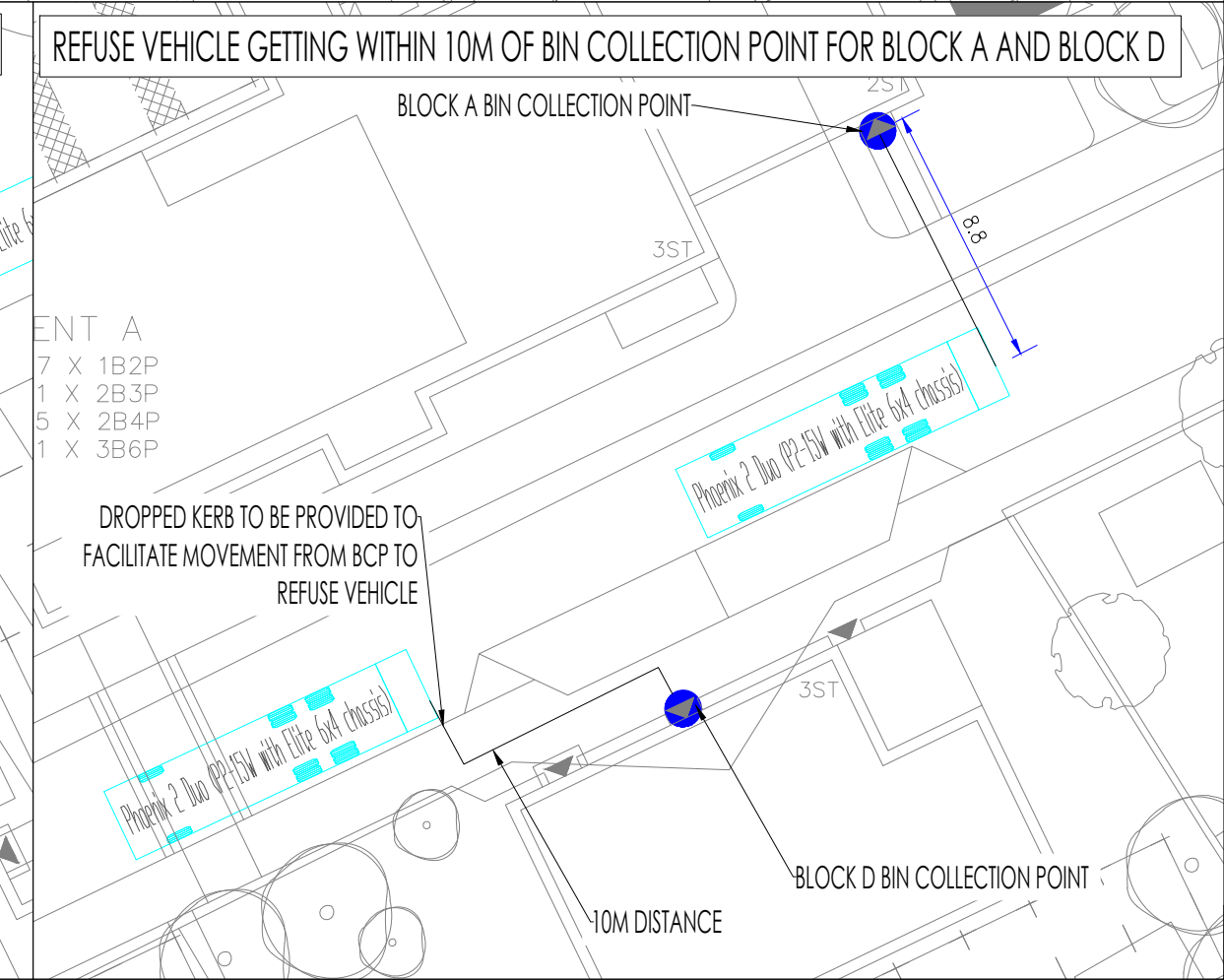
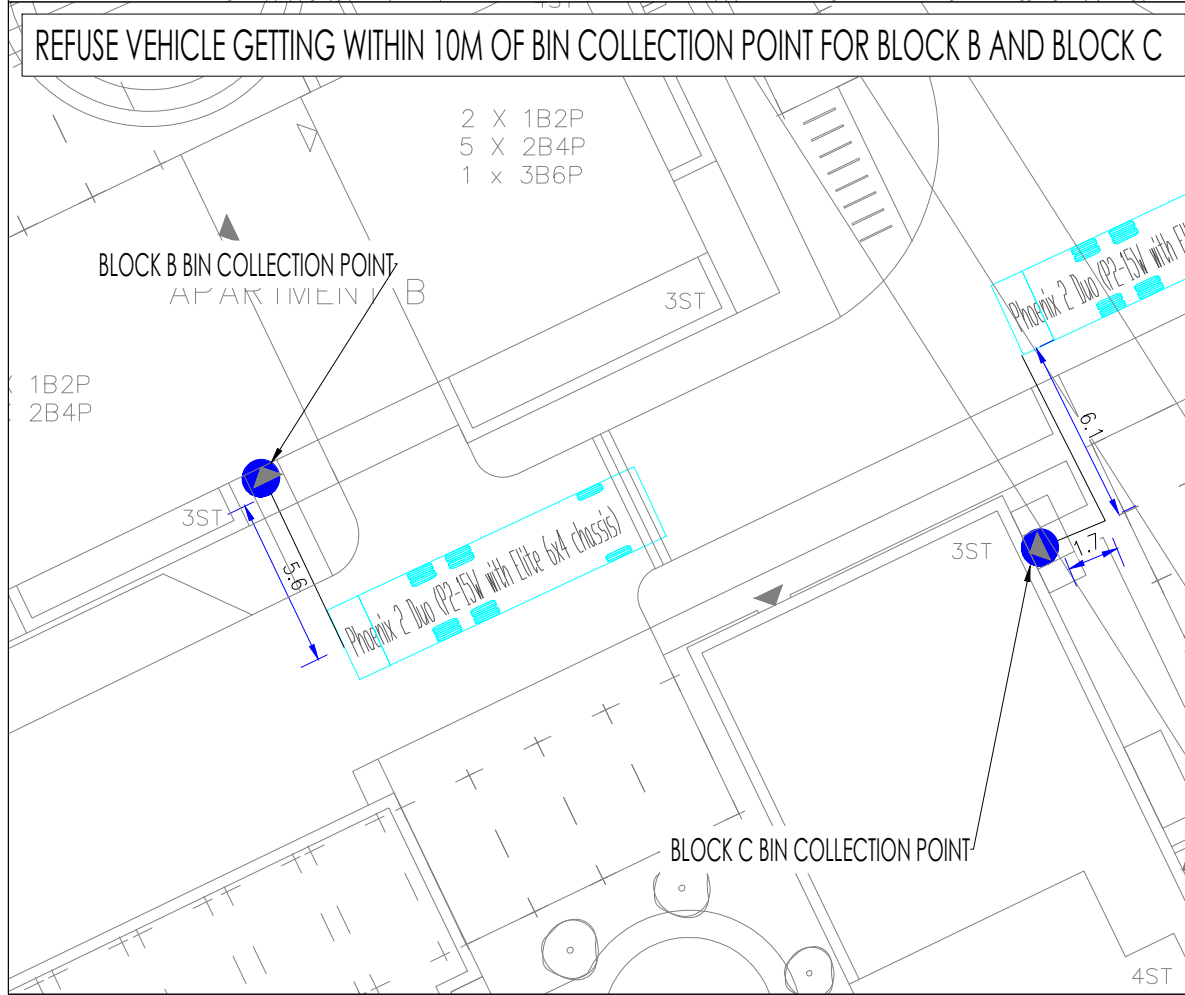
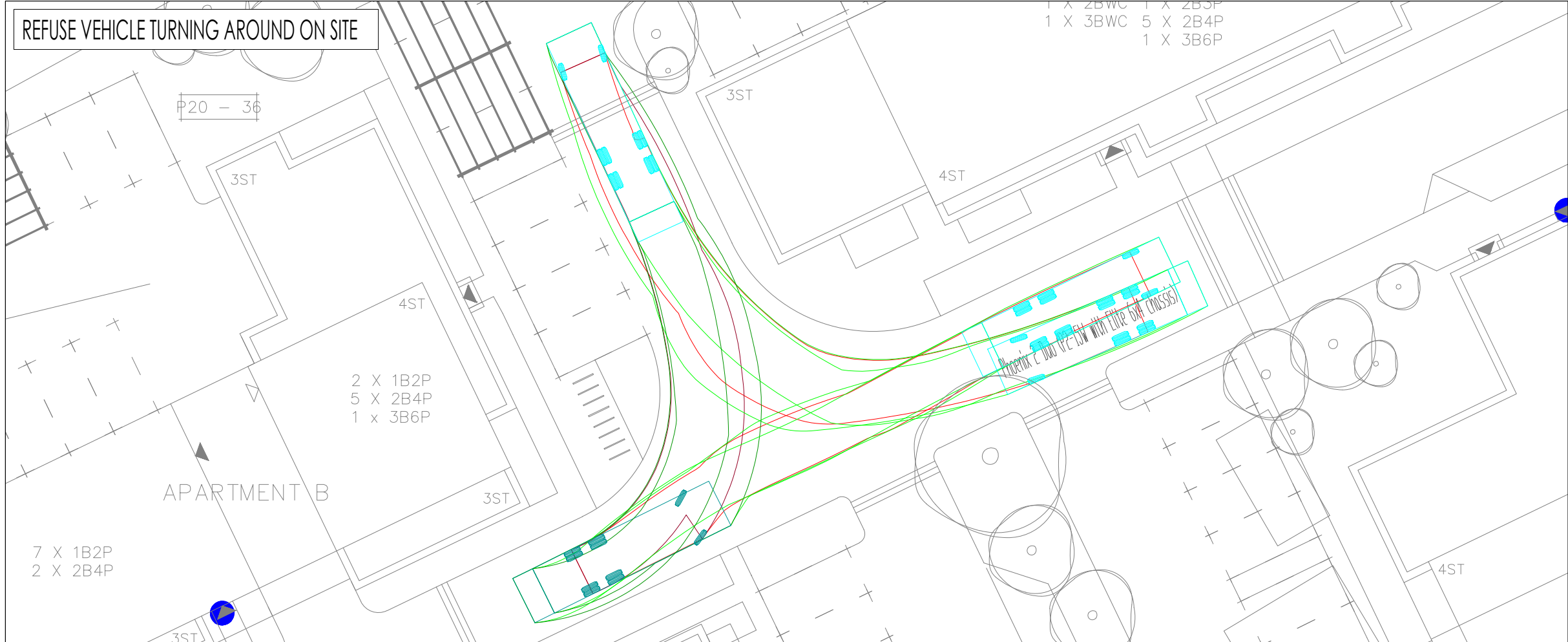
NORTH

Rev	Description	Date	By	Chkd
-	-	--/--	--	--

Project Name	Title	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client	Checked By	Checked Date	Scale		
LAND AT PALK ROAD HAVANT	PEDESTRIAN VISIBILITY SPLAYS AND PEDESTRIAN CROSSING DESIGN WEST STREET			JM	26.10.22	AS SHOWN		
Project Phase				Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision
PRELIMINARY				CD	26.10.22	-	043.0035.003	-

(AT A3 SIZE)

Appendix G



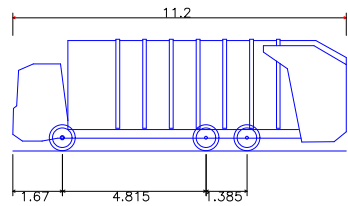
GENERAL NOTES

- 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.
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- 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. VEHICLES HAVE BEEN TRACKED TO 5MPH IN THE TURNING HEAD.

KEY

● BIN COLLECTION POINT

VEHICLE PROFILE

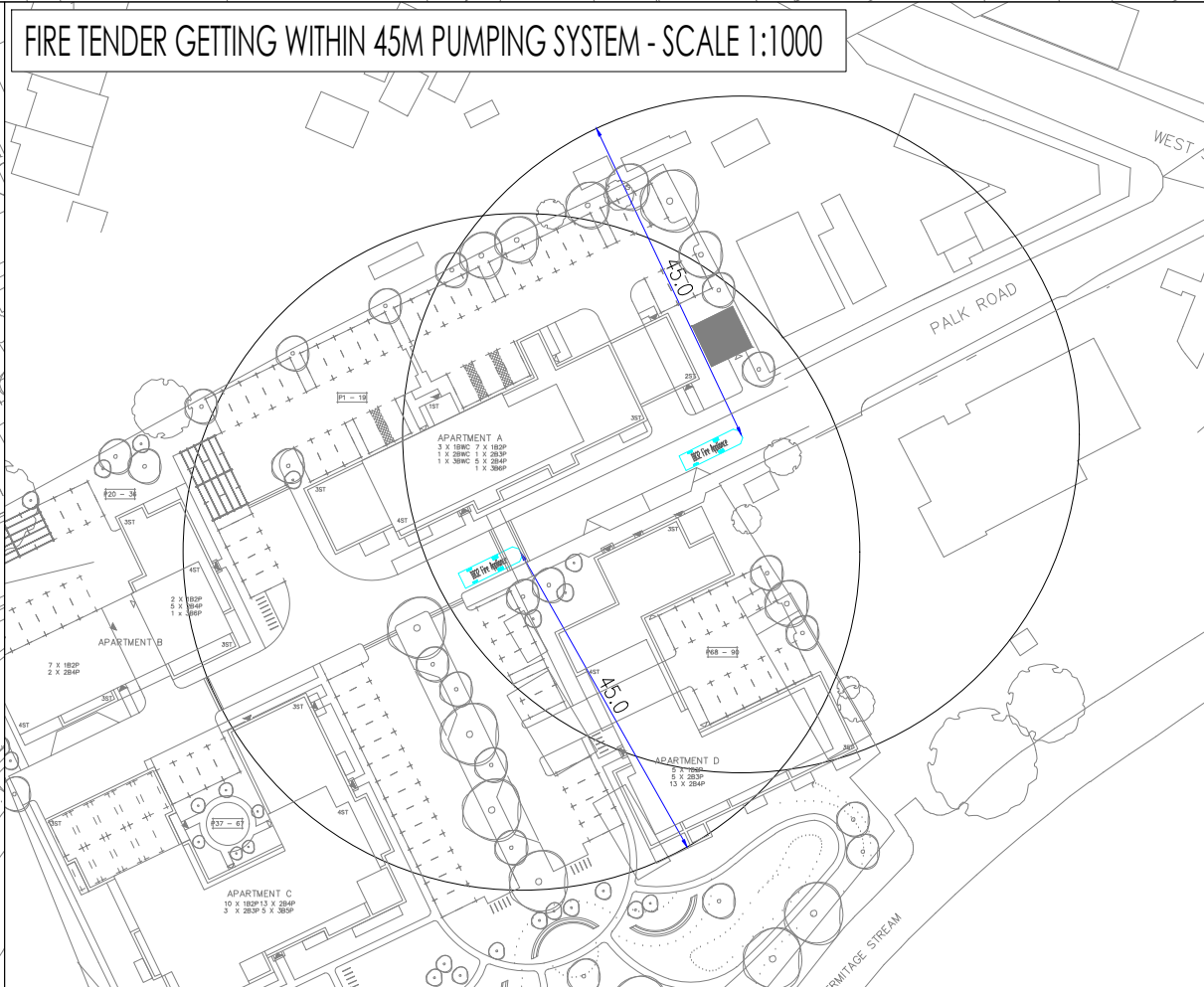
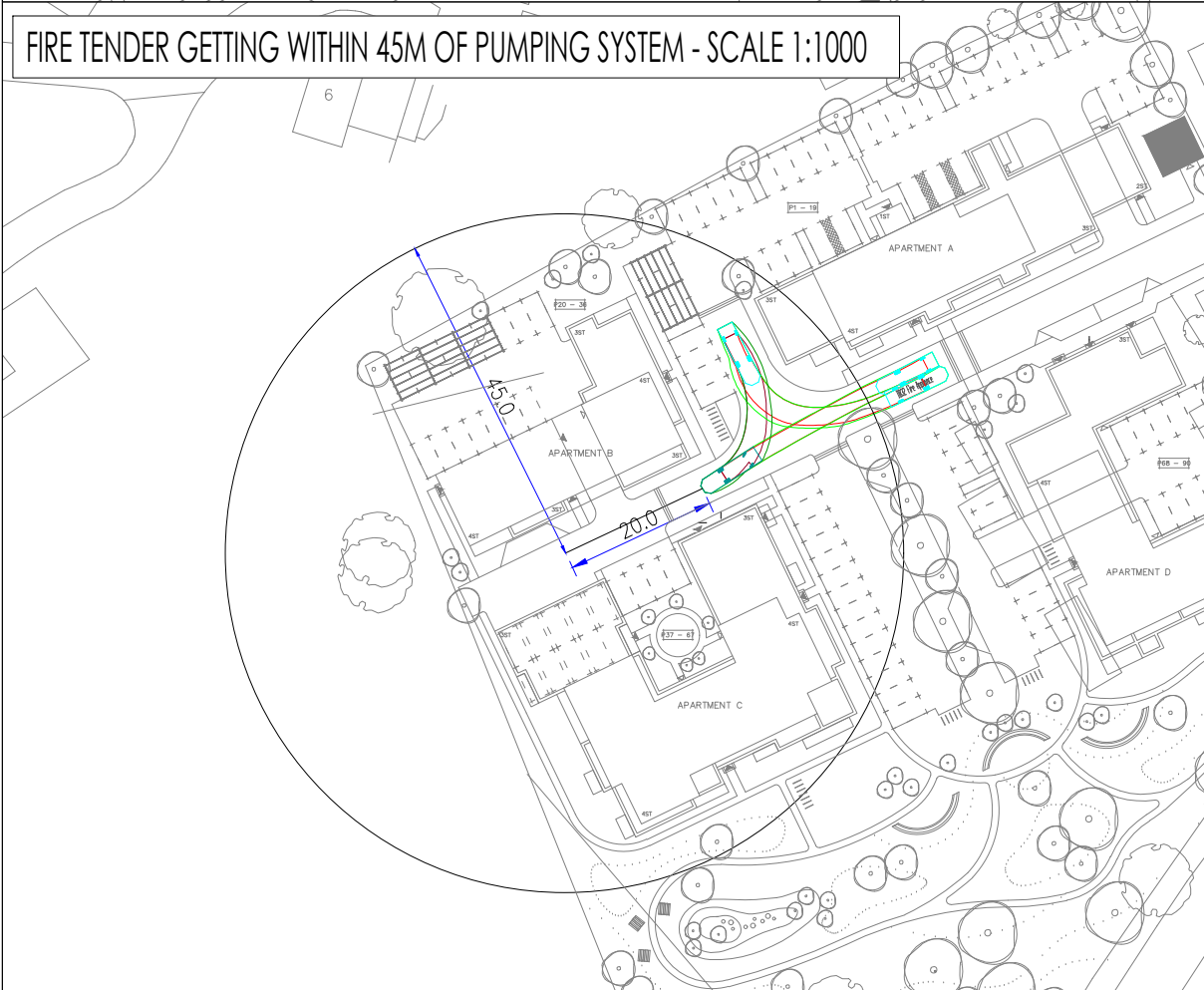


Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

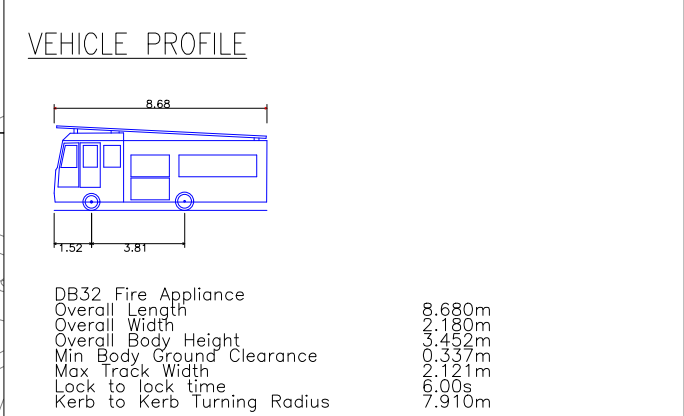


A	UPDATED LAYOUT	23.11.22	CD	JM
Rev	Description	Date	By	Chkd

Project Name LAND AT PALK ROAD HAVANT	Title REFUSE VEHICLE SWEEP PATH ANALYSIS	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JM	Checked Date 27.10.22	Scale 1:250	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By CD	Drawn Date 26.10.22	Client Drawing No. -	PBA Drawing No. 043.0035.004	Revision A	



- ### GENERAL NOTES
- THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
 - 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.
 - PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
 - ALL DIMENSIONS AND LEVELS ARE IN METRES. DO NOT SCALE THIS DRAWING, PRINT, PLOT OR DISK.
 - 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.
 - VEHICLES HAVE BEEN TRACKED TO 5MPH IN THE TURNING HEAD.
 - FIRE TENDER CAN GET WITHIN 45M OF ALL BLOCKS OF FLATS. HOWEVER, IN LINE WITH BUILDING REGULATIONS, A PUMPING SYSTEM IS TO BE PROVIDED TO GET WITHIN 45M OF ALL POINTS WITHIN EACH BLOCK.

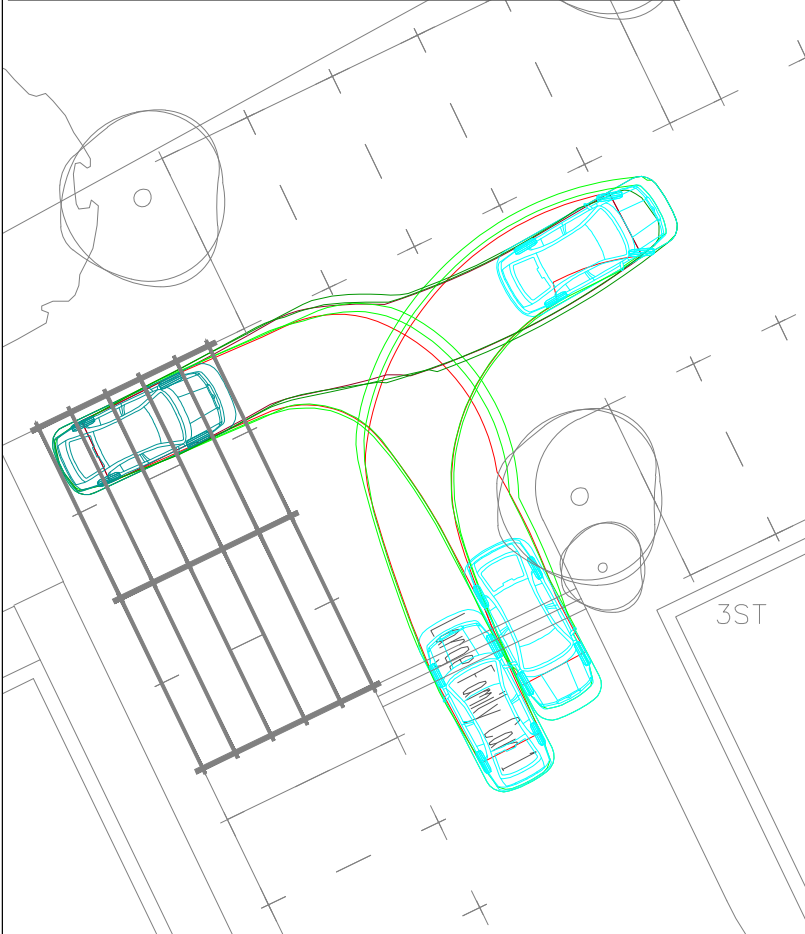


NORTH

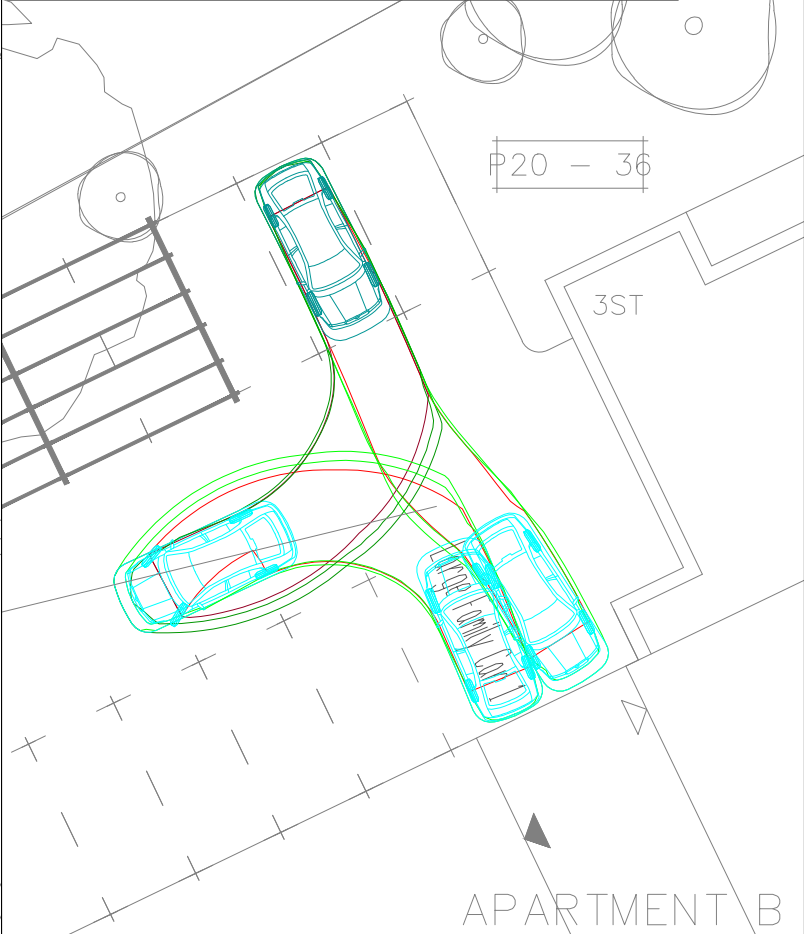
A	UPDATED LAYOUT	23.11.22	CD	JM
Rev	Description	Date	By	Chkd

Project Name	Title	Client		Checked By	Checked Date	Scale	(AT A3 SIZE)		
LAND AT PALK ROAD HAVANT	FIRE TENDER SWEEP PATH ANALYSIS	Bellway		JM	26.10.22	AS SHOWN			
Project Phase		Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com		Drawn By	Drawn Date	Client Drawing No.	PBA Drawing No.	Revision	
PRELIMINARY				CD	24.10.22	-	043.0035.005	A	

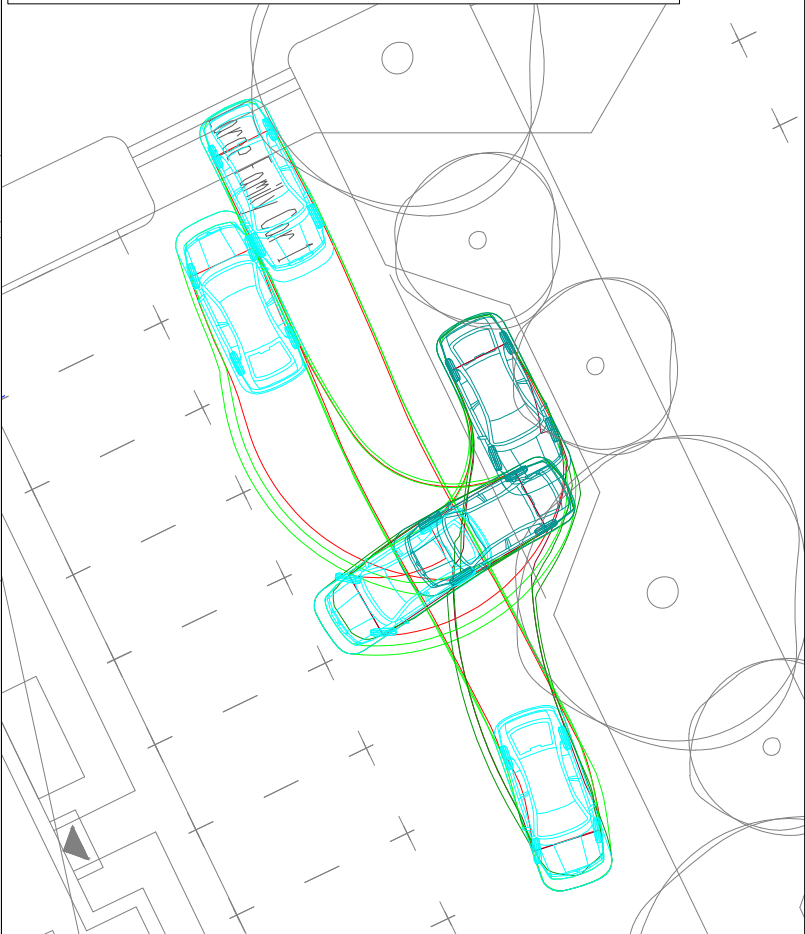
CAR REVERSING INTO PARKING BAY AND EXITING FORWARDS



CAR REVERSING INTO PARKING BAY AND EXITING FORWARDS



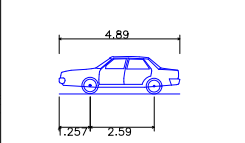
CAR REVERSING INTO PARKING BAY AND EXITING FORWARDS



GENERAL NOTES

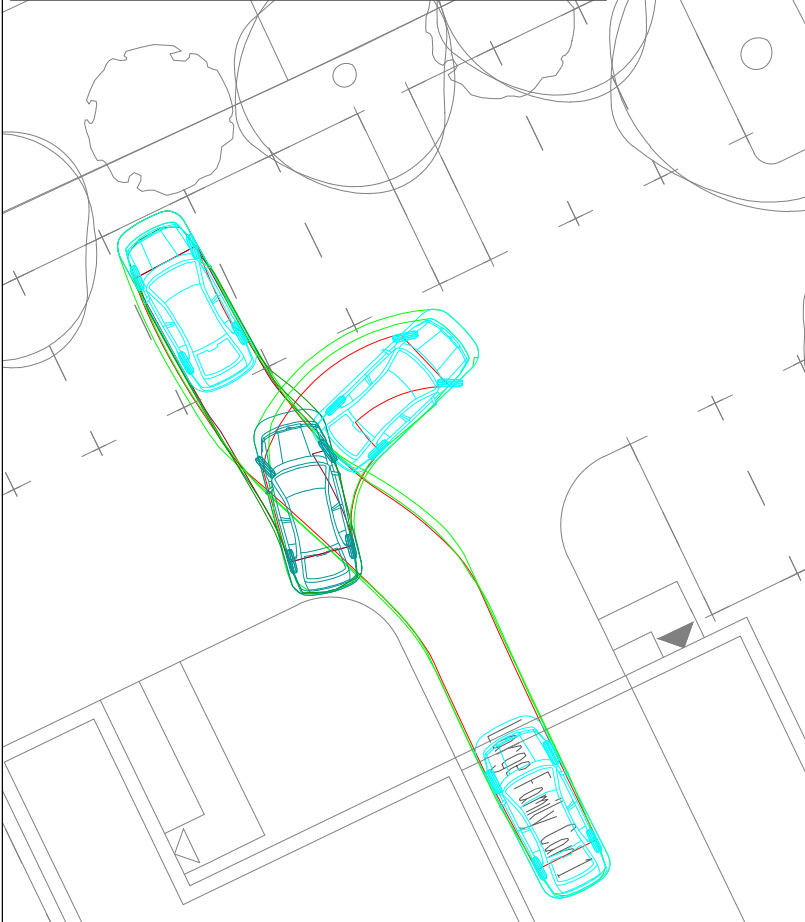
1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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6. VEHICLES TRACKED TO 2.5MPH.

VEHICLE PROFILE

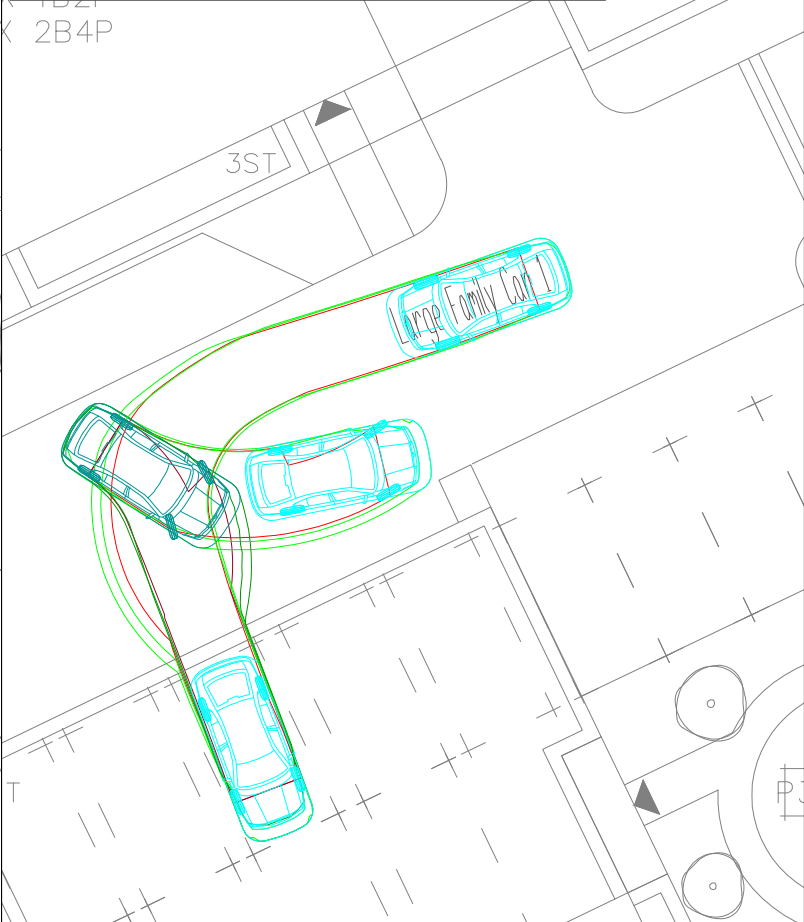


Large Family Car 1	4.890m
Overall Length	1.940m
Overall Width	1.512m
Overall Body Height	0.273m
Min Body Ground Clearance	1.890m
Max Track Width	4.00s
Lock to lock time	5.100m
Kerb to Kerb Turning Radius	

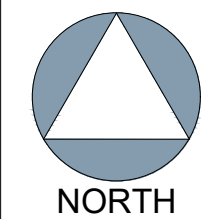
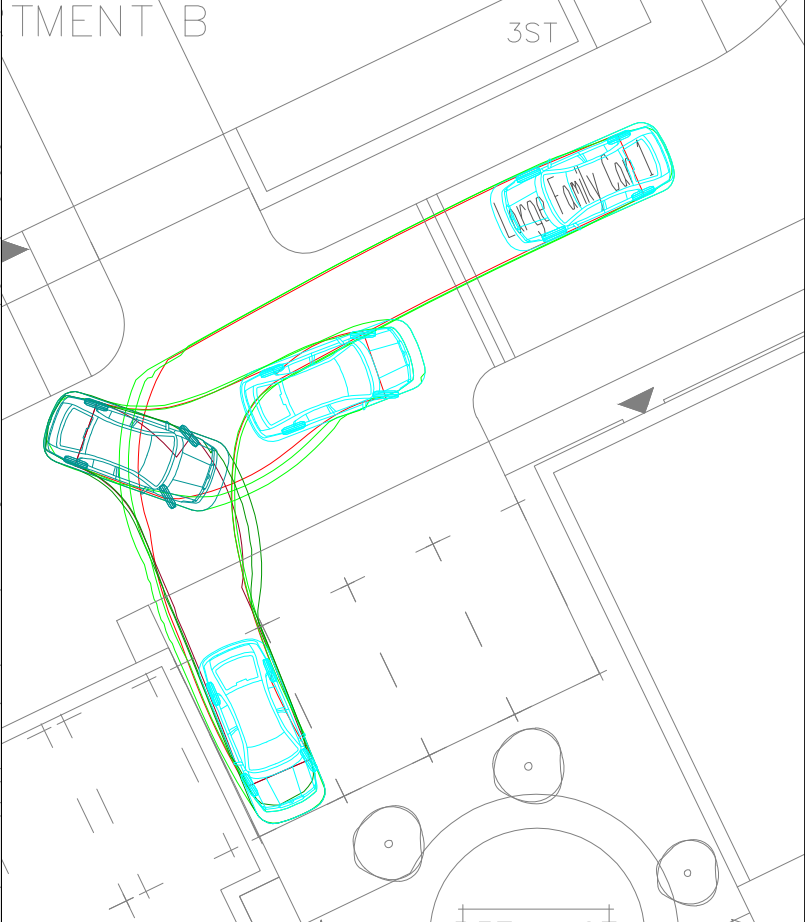
CAR FORWARD PARKING IN BAY AND REVERSING OUT



CAR FORWARD PARKING IN BAY AND REVERSING OUT



CAR FORWARD PARKING IN BAY AND REVERSING OUT



A	UPDATED LAYOUT	25.11.22	CD	JM
Rev	Description	Date	By	Chkd

Project Name LAND AT PALK ROAD HAVANT	Title CAR PARKING SWEEP PATH ANALYSIS	 Paul Basham Associates Ltd The Botly, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client 	Checked By JM	Checked Date 26.10.22	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By CD	Drawn Date 26.10.22	Client Drawing No. -	PBA Drawing No. 043.0035.006	Revision A	