

**PROPOSED RESIDENTIAL DEVELOPMENT
KINGSCLERE AVENUE, HAVANT**

Portsmouth City Council
Transport Statement

18 April 2016

**Portsmouth City Council
Proposed Residential Development
Kingsclere Avenue, Havant**

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1.0 INTRODUCTION

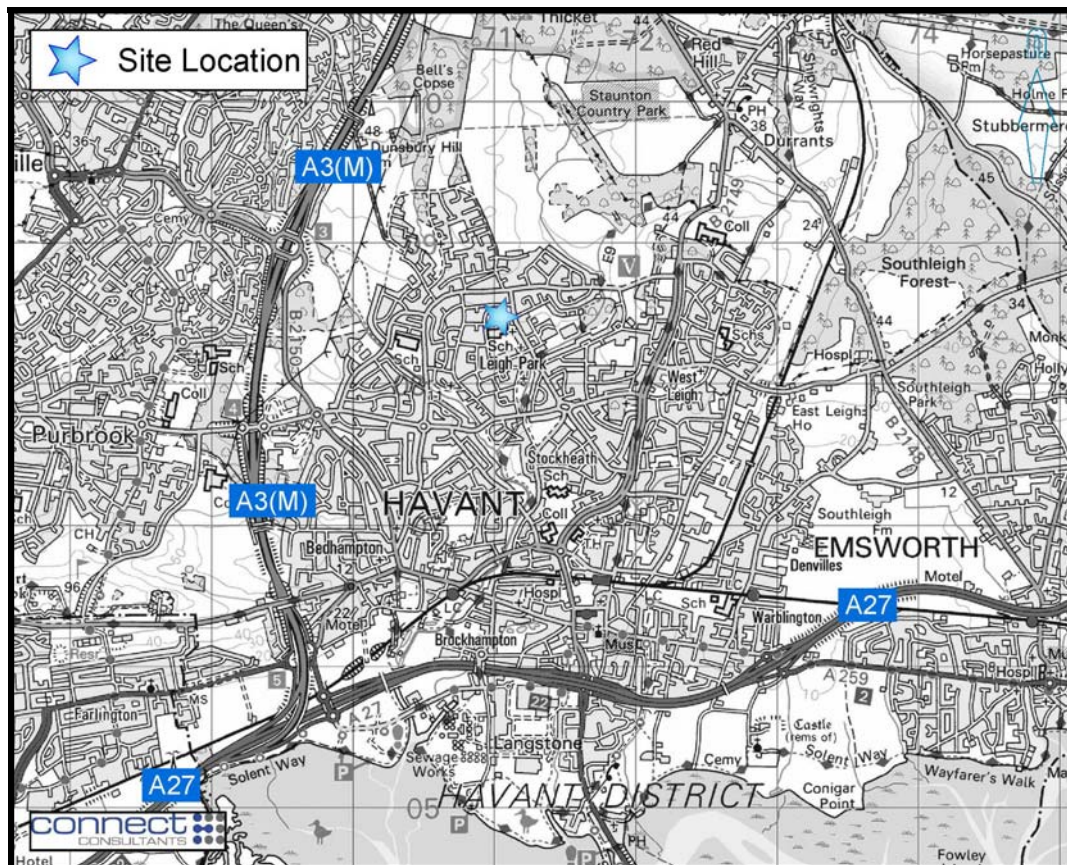
1.1 Appointment of Connect Consultants

- 1.1.1 Connect Consultants Limited is a firm of specialist highways, traffic and transportation planning consultants that have been instructed by Portsmouth City Council (PCC) in respect of the proposals for a residential development at Land East of Kingsclere Avenue, Havant.

1.2 Location of Proposal Site

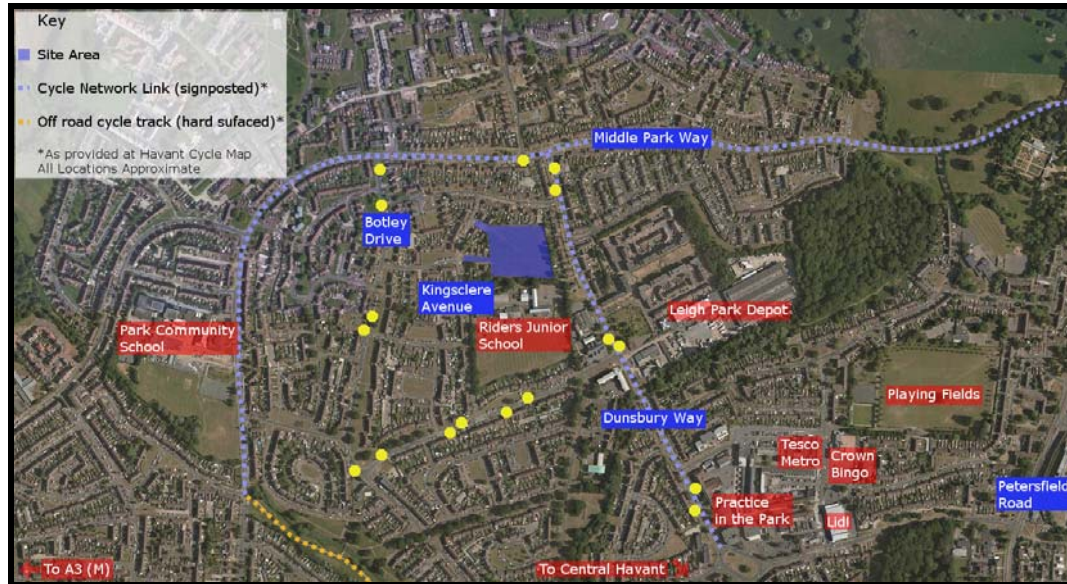
- 1.2.1 The proposal site is currently undeveloped and is bound to the south by Riders Junior School, and on all other sides by residential dwellings.
- 1.2.2 The site is located in northern Havant, as shown at **Inset 1** below.

Inset 1 – Location of Proposal Site



1.2.3 **Inset 2**, below, identifies the context of the site in relation to the local area.

Inset 2 – Site in its Local Context



1.3 Development Proposals

1.3.1 **Appendix 1** contains a drawing indicating the proposed site layout.

1.3.2 The main components of the development scheme are as follows:

- Construction of 38 dwellings, which can be subdivided into:
 - o 8 no. 2 bedroom flats.
 - o 24 no. 3 bedroom houses.
 - o 6 no. 4 bedroom houses.
- Provision of a vehicular access with Kingsclere Avenue.
- Internal roads and parking forecourts with a total of c92 car parking spaces, of which, c12 spaces will be allocated for use by residents of the 4 bedroom houses, c8 will be allocated to the 3 bedroom houses at the northern end of the site, and c72 will be unallocated for use by residents of the remainder of the units including c12 parallel spaces along the access road.
- The existing pedestrian link with Dunsbury Way, in the south eastern corner of the proposal site, will be retained. Pedestrian access will also be provided to Kingsclere Avenue at the north western corner of the site.

1.4 Report Overview

- 1.4.1 The remainder of this Transport Statement (TS) is divided into five further sections, details of which are set out below.

SECTION 2.0 Transport Context

This provides details of the existing transport infrastructure in the vicinity of the site and identifies the level of accessibility of the site by available travel modes.

SECTION 3.0 Proposed Site Access Arrangements

This provides details for the proposed vehicle and pedestrian site access arrangements.

SECTION 4.0 Parking Assessment

This includes details of parking arrangements within the development for vehicles and cycles, relative to local parking standards.

SECTION 5.0 Traffic Assessment

This provides details of an assessment of the existing and proposed development traffic effect.

SECTION 6.0 Summary and Conclusions

A summary of the report contents and the Transport Statement conclusions are provided in this final section of the report.

2.0 TRANSPORT CONTEXT

2.1 Introduction

- 2.1.1 This section of the report provides details of the transport context for the site, focusing on the accessibility of the site by non-car modes of transport and the existing transport infrastructure. Also included are details of local facilities which residents may be likely to access on a regular basis.

2.2 Access by Foot

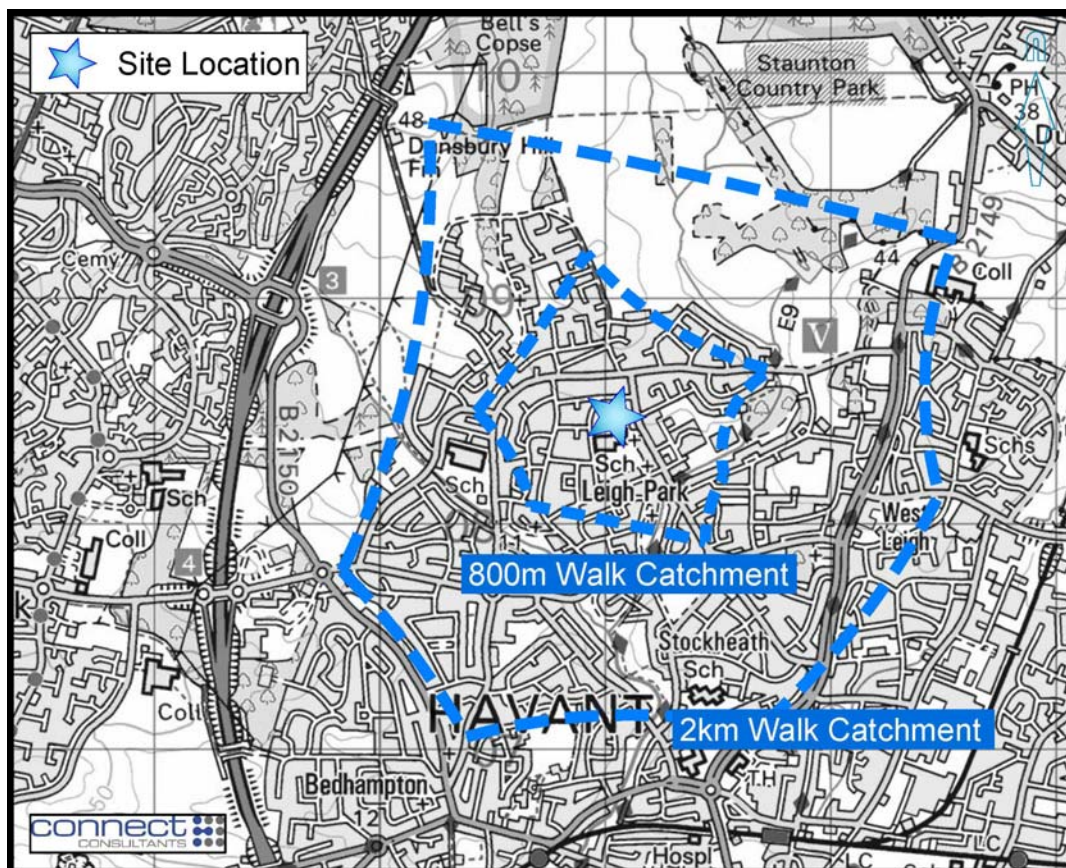
- 2.2.1 The Department for Transport's (DfT) document entitled 'Manual for Streets' dated 2007 at Section 4.4 sets out the requirements for pedestrians stating:-

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

- 2.2.2 Paragraph 6.3.1 of the Department for Transport (DfT) document 'Manual for Streets' (2007) identifies that a 20 minute walk time (equivalent to a 1.6km walk distance) is acceptable subject to an attractive walking environment.

- 2.2.3 Table 3.2 of the Institute of Highways and Transportation (IHT) document 'Providing for Journeys on Foot' sets out acceptable maximum walk distances of, 2km for commuting and school journeys, 800m for Town Centres, and 1.2km for elsewhere. **Inset 2**, below, highlights the 2km and 800m walk isochrones.

Inset 2 – 800m and 2km Walk Catchments



2.2.4 The proposals envisage that pedestrian access to the development will be from three locations; two via the proposed vehicle accesses with Kingsclere Avenue and via the existing pedestrian link, at the south eastern corner of the site, connecting the site with Dunsbury Way.

2.2.5 **Table 1**, below, contains a selection of local destinations along with their approximate walk distance from broadly the centroid of the proposal site.

Table 1 – Local Destinations

Destination	Walk Distance
Leigh Park Local Centre	c770m
Riders Junior School	c230m
The Swallow Public House	c370m
Leigh Park Depot	c430m
Practice in the Park (GP surgery)*	c760m
Tesco Metro*	c920m
Crown Bingo Club*	c920m
Lidl*	c930m
Park Community School	c1.0km
Whitecross Dental Care	c1.0km
Warren Park Primary School	c1.0km
Playing Fields (Front Lawn Recreation Ground)	c1.1km
Middle Park Medical Centre	c1.3km
Co-operative Foodstore	c1.3km
Havant and Waterlooville Football Club	c1.6km

*Forms part of the Leigh Park Local Centre

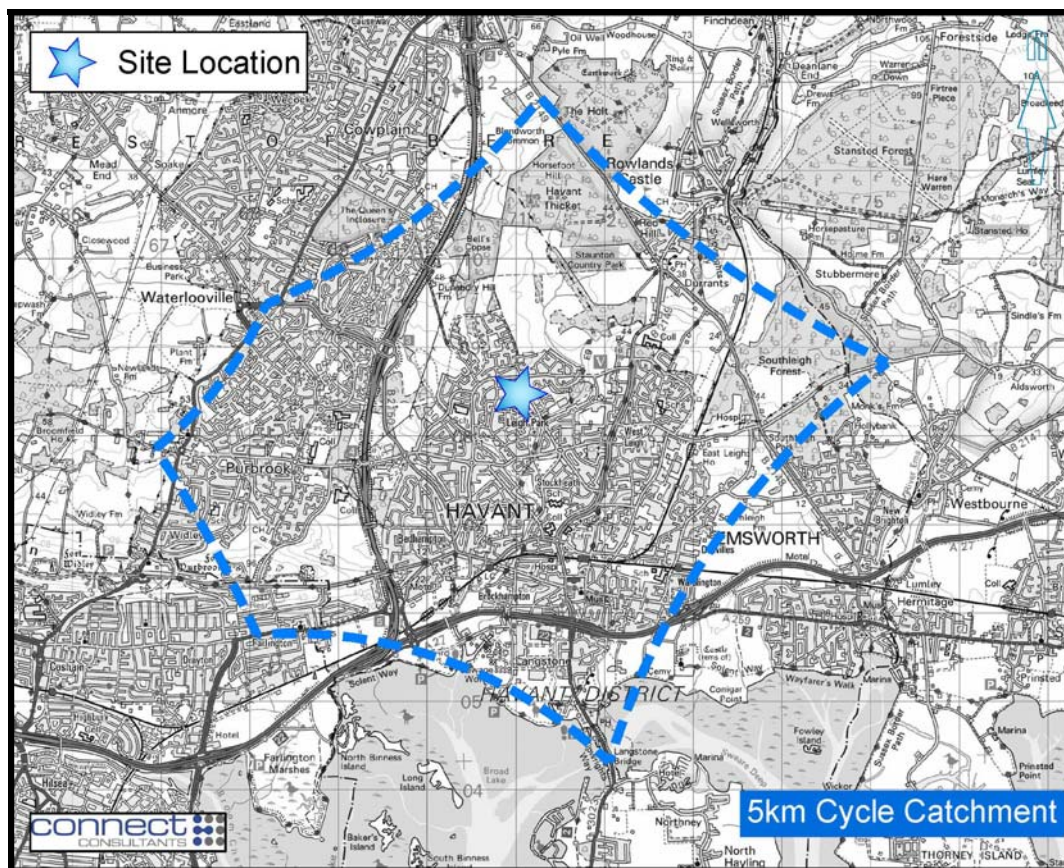
2.2.6 Overall, public transport links, schools, medical facilities, employment, leisure and a variety of retail destinations are within walking distance of the proposal site, thus making walking a viable and applicable mode of transport to / from the proposal site.

2.3 Access by Cycle

2.3.1 Sustrans indicate in their 'Travel Behaviour Research Baseline Survey – 2004' under the subheading 'measuring the potential for change' that cycling offers an alternative to car travel, and particularly for trips of less than 6 kilometres. This research is supported by the 2014 National Travel Survey, which specified average journey lengths, by cycle, of 5.0km.

2.3.2 Assuming a five kilometre cycle distance, the catchment area of the site by cycle is shown at **Inset 3** below.

Inset 3 – Cycle Catchment



- 2.3.3 **Inset 3** above shows that the entirety Havant is within an acceptable cycling distance of the site. Given the range of trip destinations available within the local vicinity, cycling presents a viable alternative to the private car.
- 2.3.4 Several local cycle routes run close to the site including along Dunsbury Way and a section of Middle Park Way which the Havant Cycle Map identifies as suggested, signposted, cycle network link routes. **Appendix 3** contains the Havant Cycle Map which highlights these, and additional routes.
- 2.3.5 Considering the above, cycling offers a viable mode of transport for facilitating a variety of journey types.

2.4 Access by Bus

- 2.4.1 The guidance contained within the IHT Guidelines entitled 'Planning for Public Transport in Developments' suggests a catchment area of 400m to bus stops.
- 2.4.2 The closest bus stops to the proposal site located are on Dunsbury Way c325m and c275m walk distance from the approximate centroid of the proposal site for the southbound and northbound stops respectively. These bus stops are located within the IHT walk distance guidelines. The southbound bus stop benefits from seating, shelter, raised kerbs and timetable information while the northbound bus stop benefits from raised kerbs and timetable information only.

Inset 5 – Bus Context



- 2.4.3 **Table 2** below indicates the route destinations and approximate frequencies of the bus route serving the bus stops in the local area.

Table 2 – Bus Service Details

Service Number	Destinations	Monday - Friday	Saturday	Sunday
20	The Hard – Havant via Portsmouth	30 minutes	30 minutes	-
21	Portsmouth – Havant	30 minutes	30 minutes	60 minutes
23	Southsea – Leigh Park	10 minutes	10 minutes	20 minutes
27	Emsworth – Rowlands Castle via Havant	120 minutes	120 minutes	-

*Note: Services with an approximate peak frequency of less than 120 minutes have been omitted.

2.4.4 These bus routes connect the site with several key nearby areas, including Havant Bus Station, Purbrook and Portsea. Details of the identified bus routes are provided at **Appendix 4**.

2.4.5 On the above basis, there are good bus links between the site and the surrounding area, making bus travel a realistic alternative transportation mode for a significant proportion of journeys.

2.5 Highway Network

2.5.1 The site is envisaged to be accessed via two access junctions with Kingsclere Avenue which (via other roads) connects to Dunsbury Way to the northeast and to the southeast of the proposal site. Dunsbury Way connects with Petersfield Road (via Bedhampton Way) and Purbrook Way. Petersfield Road, Purbrook Way and other adjoining roads connect with the A3(M), A27 and Hayling Island. The A27 further connects to the M27 at Portsmouth to the west.

2.5.2 Based on the above, the site benefits from a high level of accessibility via the highway network.

2.6 Access to Facilities

2.6.1 The DfT publishes annual measures of accessibility in England by public transport, walking, cycling and car to several service types including the following: primary schools, secondary schools, GPs, hospitals, food stores, town centres and employment centres. These are collectively referred to as Core Accessibility Indicators (CAI), the latest set of which are available were recorded in 2013.

2.6.2 The 2013 CAI “cycle time” has been converted to distance using the assumption that average cycle speed is 16 km/h. This is the most common cycle speed input to the program used when calculating the CAI.

2.6.3 The accessibility distance has been calculated for each local authority included in the CAI data; these distances have then been combined with population data to calculate a weighted average distance.

2.7 Access to Employment

- 2.7.1 The 2013 CAI weighted average distance to the nearest employment centre is 1.7km.
- 2.7.2 The closest employment centre to the proposed development is Leigh Park Depot which is c430m walk distance from the centre of the proposed development. This is less than the weighted average 2013 CAI; therefore residents of the proposed development will benefit from being closer to their nearest employment centre than the average resident of England is. It should be noted that the walk distances were measured to the nearest unit at Leigh Park Depot. Leigh Park Local Centre is located c770m walk distance from the centre of the site and is also likely to provide employment opportunities for future residents.

2.8 Access to Education

- 2.8.1 The statutory maximum walking distance for primary school pupils is 2 miles (3.2km), for secondary school pupils, the distance is 3 miles (4.8km). Data from the National Travel Survey¹ shows that the proportion of primary pupils walking to school decreases sharply for trip lengths in excess of 1 mile (1.6km). **Table 3** below contains a summary of National Travel Survey (NTS) table 0614, "trips to school by main mode, trip length and age".

Table 3 – NTS 0614 Summary

Age Group	Mode \ Distance	<1 mile	1-2 miles	2-5 miles	5+ miles
5-10 years	Walk	83.3%	28.1%	2.6%	0.4%
	Bicycle	1.7%	1.0%	0.4%	0.0%
	Car/van	14.5%	65.7%	80.7%	61.0%
	Bus	0.2%	5.0%	14.7%	30.9%
	Other	0.4%	0.2%	1.6%	7.7%
11-16 years	Walk	91.9%	60.0%	9.3%	0.0%
	Bicycle	0.9%	3.7%	1.3%	0.0%
	Car/van	4.1%	22.0%	35.0%	24.3%
	Bus	2.4%	12.5%	52.1%	60.9%
	Other	0.6%	1.8%	2.3%	14.8%

- 2.8.2 The CAI weighted average distance to the nearest primary school is 1.4km, and for the nearest secondary school, the weighted average distance is 2.2km
- 2.8.3 The closest primary school is Riders Junior School, which is understood to also benefit from an infant department. Riders Junior School is located adjacent to the southern site boundary, which is a c230m walk from the proposal site. Riders Junior school is therefore within the recommended walking distance for children of primary school age, as well as being within the distance where c86% of trips to school by 5-10 year olds are made by non-car modes.
- 2.8.4 The closest secondary school is Park Community School. It is approximately 1.0km from the proposal site and so is within the statutory walking distance for children over the age of eight. The NTS data suggests that c96% of trips to secondary schools would be undertaken by non-car modes of transport.

¹ Table 0614 "trips to school by main mode, trip length and age", National Travel Survey, 2013

- 2.8.5 The distances to the nearest primary and secondary schools are less than the CAI weighted average distances and less than the statutory maximum walking distance for pupils. The close proximity of the schools to the proposal site makes it highly likely that students will use walking, cycling or possibly public transport as modes of transport for journeys to / from school.

2.9 Access to Other Facilities

- 2.9.1 The 2013 CAI weighted average distance to the nearest foodstore is 1.6km; Tesco Metro, Leigh Park is an approximate 920m walk distance southeast of the proposal site.
- 2.9.2 The 2013 CAI weighted average distance to the nearest Town Centre is 3.2 km. The edge of Havant Town Centre is located an approximate 2.6km cycle distance from the site and the edge of Leigh Park Local Centre is an approximate 770m walk distance from the proposal site; both of which contain a variety of commercial attractions in addition to a range of restaurants, pubs and other entertainment venues. Havant Town Centre is accessible by cycling and public transport and Leigh Park Local Centre is accessible by walking, cycling and public transport.
- 2.9.3 The 2013 CAI weighted average distance to the nearest GP surgery is 1.6km; the Practice in the Park is an approximate 760m walk distance southeast of the proposal site.
- 2.9.4 Playing Fields and tennis courts (at the Front Lawn Recreation Ground) are located an approximate 1.1km walk from the site, meaning it is accessible by foot and cycle. Although CAI does not include leisure, NTS Table 405 indicates that the average distance travelled for the purpose "sport: participate" was 9.6km in 2013.

2.10 Conclusions

- 2.10.1 The proposal site has a high level of accessibility to the surrounding area by foot and cycle. Bus routes pass within close proximity of the site and allow for access to local facilities and attractions, as well as the wider area. The proposed site access arrangements are conducive to the development being accessed by non-car modes.
- 2.10.2 An assessment has been made comparing the accessibility of the proposed development with national measures of accessibility. It concludes that the proposed development accords with the statutory walking distance for primary and secondary school pupils, and is significantly within the CAI weighted average distances for the facilities included at **Table 4**.

Table 4 – Accessibility Distance Summary

Destination / Purpose	CAI	Proposed Development	Destination Name
Employment	1.7km	c430m	Leigh Park Depot
		c770m	Leigh Park Local Centre
Primary School	1.4km	c230m	Riders Junior School
Secondary School	2.2km	c1.0km	Park Community School
GP Surgery	1.6km	c760m	Practice in the Park
Town Centre	3.2km	c2.6km	Havant Town Centre
		c770m	Leigh Park Local Centre
Foodstore	1.6km	c920m	Tesco Metro, Leigh Park
Leisure	9.6km*	c1.1km	Playing Fields at Front Lawn Recreation Ground

*taken from the 2013 NTS Table 405

2.10.3 Based on the above assessment, the proposed residential development site benefits from a high level of accessibility to key services, facilities and destinations, demonstrating that, by virtue of its locations, the proposed residential development is likely to reduce reliance on the private car by providing essential mode choice for key, every-day journey purposes.

3.0 PROPOSED SITE ACCESS ARRANGEMENTS

3.1 Introduction

- 3.1.1 This section of the report will provide details of the proposed site access arrangements, including vehicular access, pedestrian access and servicing. The plan at **Appendix 1** shows the proposed site layout and the plan at **Appendix 2** shows the proposed site access arrangements.

3.2 Vehicular Site Access Arrangements

- 3.2.1 The proposed development will be served by a vehicular access with Kingsclere Avenue.
- 3.2.2 Internal access roads and parking forecourts will benefit internal site vehicular movements.

3.3 Pedestrian and Cycle Site Access Arrangements

- 3.3.1 Pedestrian and cycle access to the proposed development will be provided at the proposed access with Kingsclere Avenue as well as at the north western corner of the site.
- 3.3.2 Pedestrians (and dismounted cyclists) will also benefit from the existing pedestrian footway connection with Dunsbury Way at the south eastern corner of the proposal site.

3.4 Servicing

- 3.4.1 Service vehicles, including refuse vehicles, will be able to service the proposed development via the proposed site access, utilising the internal access roads and turning areas as manoeuvring areas.
- 3.4.2 The proposed site layout has been assessed for refuse vehicle manoeuvres and details of the swept path assessment are provided at **Appendix 5**. The track plot shows that the service route is satisfactory, that refuse vehicles would be able to manoeuvre within the site arriving and departing in forward gear.

4.0 PARKING ASSESSMENT

4.1 Introduction

4.1.1 This section of the report provides details of the proposed car and cycle parking provision serving the proposed residential development and compares them with the requirements set out in the relevant planning policy.

4.2 Car Parking Provision

4.2.1 The document entitled 'Havant Borough Residential Draft Parking Supplementary Planning Document' (Parking SPD), April 2015 has been used to assess the suitability of proposed car parking provision.

4.2.2 The proposed 6 no. 4 bedroom houses will have 2 allocated spaces each, with 16 visitor parking bays nearby. This more than the draft standard of 3 allocated spaces per 4+ bed units plus 20% visitor parking.

4.2.3 The 8 no. 3 bedroom houses at the northern end of the site will have 1 allocated space each, albeit there will also be unallocated spaces across the rest of the site.

4.2.4 The remaining units will benefit from c72 unallocated spaces.

4.2.5 An initial car parking assessment has been undertaken as set out at Table 4A and Table 4B of the Parking SPD as set out below (the area was classified as 'standard' i.e. not part of Havant or Waterlooville town centres):

- 6 no. 4 bed units: 3 allocated spaces required per dwelling. A total of 12 allocated spaces are proposed (i.e. 2 spaces per dwelling), the proposals therefore broadly accord with standards (3 allocated spaces are "*required*" for a 4+ bed unit, or 2.4 unallocated spaces) when considered in conjunction with the unallocated parking and visitor parking. If parking for the 4 bedroom units was unallocated, the requirement would be for 14.4 spaces.
- 8 no. 2 bed units: 1.3 unallocated spaces per unit. A total of 10.4 unallocated spaces are "*required*" to accommodate these units.
- 24 no. 3 bed units: 1.9 unallocated spaces per unit. A total of 45.6 unallocated spaces are "*required*" to accommodate these units.
- The total unallocated parking "*requirement*" is therefore 70.4 car parking spaces (14.4 + 10.4 + 45.6 = 70.4). The 72 proposed unallocated parking spaces accord with the minimum standards, and, in addition, the 6 no 4 bed units benefit from 2 allocated spaces each, and 8 no 3 bed units benefit from 1 allocated space each.

4.2.6 Overall, the proposed parking provision accords with standards.

4.3 Cycle Parking Provision

4.3.1 An initial cycle parking assessment has been undertaken as set out at Table 4D of the Parking SPD as set out below:

- 8 no. 2 bed units: 2 long stay spaces per unit. A total of 16 long stay spaces are *“required”* to accommodate these units.
- 24 no. 3 bed units: 2 long stay spaces per unit. A total of 48 long stay spaces are *“required”* to accommodate these units.
- 6 no. 4 bed units: 2 long stay spaces per unit. A total of 12 long stay spaces are *“required”* to accommodate these units.
- The total long stay parking *“requirement”* is therefore 76 long stay cycle parking spaces.
- Additional short stay cycle parking at a rate of *“1 loop/hoop per unit”* is also set out in the Parking SPD for 1 to 4+ bed units. The total short stay provision is therefore 38 loops/hoops (i.e. 76 spaces).

4.3.2 It is intended that residents of the proposed dwellings and their guests will store cycles within their properties.

4.4 Conclusion

4.4.1 The assessment has shown that the proposed parking provision accords with the standards contained in the Havant Borough Council Draft Parking Supplementary Planning Document.

5.0 TRAFFIC ASSESSMENT

5.1 Introduction

5.1.1 This section of the report considers the potential trip generation of the proposed residential development.

5.2 Existing Site Use

5.2.1 The existing site has been assumed to currently have no significant peak hour traffic attraction as the site is currently undeveloped.

5.3 Assumed Peak Hours

5.3.1 The traffic assessment has been based on the assumed network peak hours identified below:-

Weekday AM: 08:00 – 09:00.

Weekday PM: 17:00 – 18:00.

5.4 Traffic Assessment

5.4.1 The TRICS version 7 database has been interrogated to calculate the potential trip effects of the residential development. Although a not insignificant proportion of the dwellings are understood to be marketed as affordable, to be conservative, all units have been assessed as privately owned as this results in higher trip rates and will reflect the potential trip generation should the tenancy profile of the residencies vary in the future.

5.4.2 Weekday sites in the TRICS categories 'Residential – Houses Privately Owned' and 'Residential – Flats Privately Owned' have been filtered as being located in the 'Suburban Area' category, in England excluding Greater London, and for the default date range (01/01/07 – most recent). **Appendix 6** contains the outputs from the TRICS database.

Table 5 – Proposed Residential Development Traffic Generation

Peak Hour	Dwelling Type	Average Trip Rates (per dwelling)			Calculated Trips (30 Houses and 8 Flats)		
		In	Out	Total	In	Out	Total
AM Peak	House	0.149	0.375	0.524	4	11	16
	Flat	0.081	0.289	0.370	1	2	3
PM Peak	House	0.342	0.209	0.551	10	6	17
	Flat	0.298	0.133	0.431	2	1	3

5.4.3 **Table 6** above indicates a calculated, average, traffic generation of 19 and 20 vehicles during the assumed local network AM and PM peak hours respectively. This is a negligible to minor traffic effect.

5.5 Section Conclusions

- 5.5.1 The proposed development's traffic effect has been calculated as negligible to minor during the assumed network peak hours. No further traffic analysis or junction capacity testing has been undertaken and road collision data has not been analysed.

6.0 SUMMARY & CONCLUSIONS

6.1 Summary

6.1.1 Connect Consultants Limited have been instructed by Portsmouth City Council in respect to their proposal for a residential development at Land East of Kingsclere Avenue, Havant.

6.1.2 A summary of this report is as follows:-

- The proposal is for the construction of 30 houses and 8 flats.
- The proposal site is within walking distance of a wide range of facilities including employment opportunities, schools and leisure destinations.
- There are further facilities within the cycle catchment, including opportunities in terms of education and employment, as well as further choice in terms of leisure, shopping and transport.
- The site is accessible by public transport with bus stops within walking distance of the site.
- The proposed on-site parking provision has been assessed as being suitable for the proposed development.
- It has been demonstrated that the site layout will be capable of accommodating refuse collection vehicles.
- An assessment of the net development traffic effect has identified the development is likely to have a negligible to minor traffic effect on the local area during both the weekday AM peak and the PM peaks.

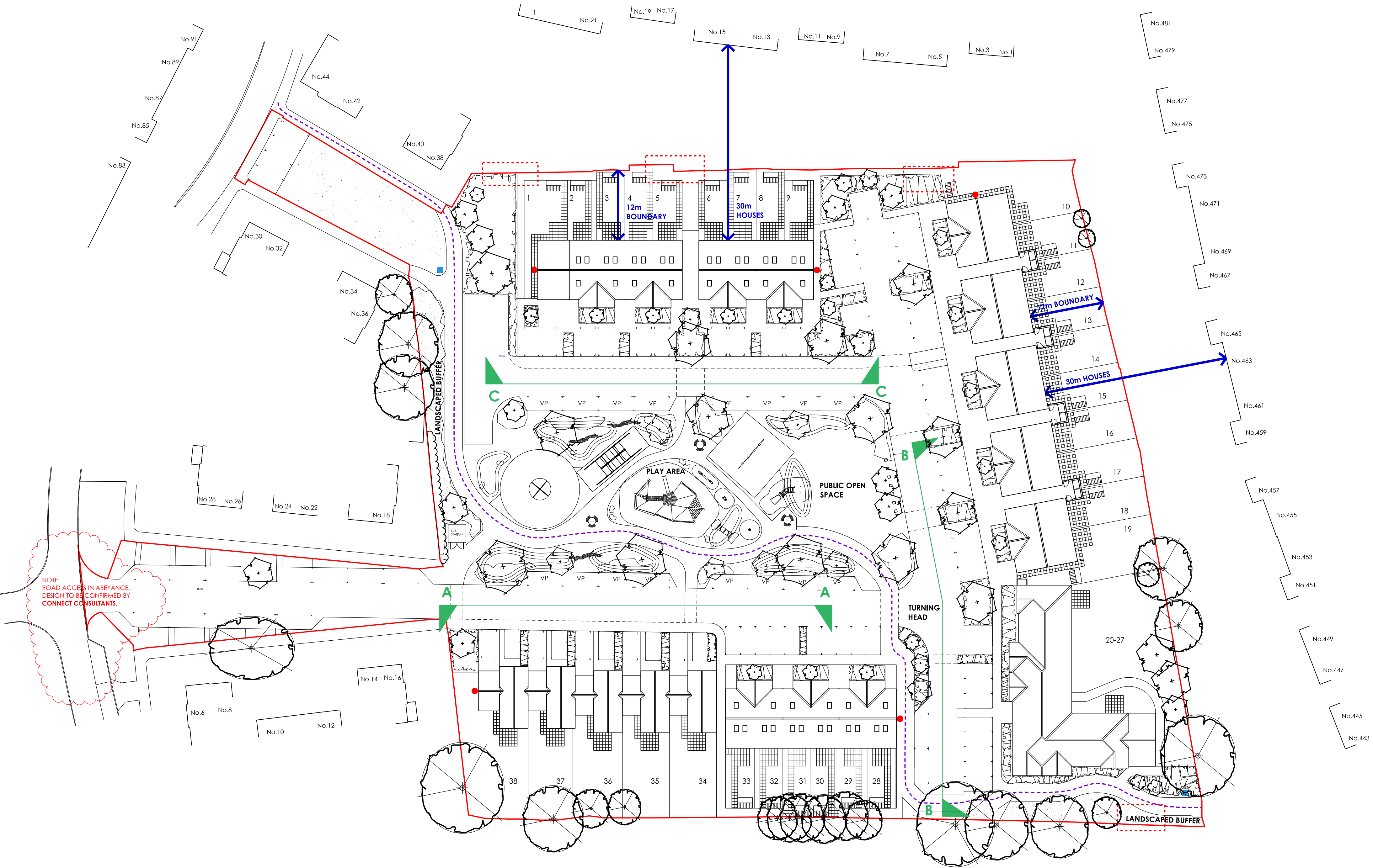
6.2 Conclusions

6.2.1 On the basis of the above, it is concluded that the development is acceptable from a transport perspective.

APPENDICES

Appendix 1

Proposed Site Layout Plan



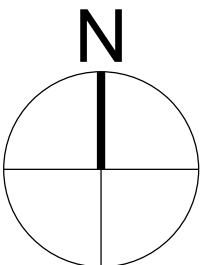
KEY

- NEW TREES**
INDICATIVE LOCATION OF PROPOSED LARGE OR SEMI-MATURE SPECIMEN TREES - MOSTLY NATIVE SPECIES
- EXISTING TREES**
MOSTLY LOCATED ON THE PERIMETER AND TO BE RETAINED. A NUMBER OF BIRD NEST BOXES TO BE LOCATED IN SELECTED TREES.
- PEDESTRIAN ROUTE**
PRINCIPLE PEDESTRIAN AND CYCLE ROUTE ENABLING CONTINUED PUBLIC ACCESS THROUGH THE SITE
- DISTANCES**
PRINCIPLE DISTANCES TO BOUNDARY OR NEIGHBOURING DWELLINGS.
- BAT BOXES**
SUGGESTED LOCATION OF A NUMBER OF BAT BOXES TO BE INTEGRATED INTO THE GABLE WALLS OF HOUSES.
- KEY ECOLOGY ZONES**
AREAS WHERE REPTILES WERE DETECTED AND NEED TO BE PROTECTED.
- ECOLOGY BUFFER**
EXISTING SHRUBS AND BRAMBLE TO BE RETAINED AND ENHANCED IN KEY LOCATIONS TO SUPPORT BIRDS AND TO PROMOTE BIO DIVERSITY.
- NEW HEDGE**
NEW BORDER LOW LEVEL HEDGING
- PLANTED AREAS**
NEW AREAS OF LOW/MID HIGH SHRUBS AND VARIOUS NATIVE PLANTING AS SUGGESTED IN ECOLOGY REPORT BY ECOSUPPORT LTD
- LOCAL PLAY**
POSSIBLE AREA TO BE USED AS PUBLIC LOCAL PLAY. DESIGN AND EQUIPMENT BY OTHERS
- PRIVATE GREEN AREAS**
PRIVATE GARDEN AREAS/ SEMI PRIVATE AREAS (IN FRONT OF UNITS)
- PUBLIC GREEN/OPEN SPACE**
EXISTING AND NEW AREA OF OPEN SPACE. LARGER OPEN AREAS TO INCLUDE WILDFLOWER TURF WITH A MIXTURE OF SHORT GROWING AND SHADE TOLERANT VARIETIES
- PEDESTRIAN AREAS**
PAVEMENTS AND SEMI PRIVATE FOOTPATHS. ASSUME BLOCK PAVING AND LARGER FORMAT SLABS IN CONTRASTING COLOURS DEPENDING ON AREAS
- ROAD**
ASSUME A MIXTURE OF TARMAC AND BLOCK PAVING IN CONTRASTING COLOURS TO DELINEATE DIFFERENT AREAS ON SITE. PERMEABLE SURFACES
- CAR PARKING**
PARKING BAYS AND DROP OFF ZONE
VP- VISITOR PARKING
- TIMBER BOLLARDS**
FITTED FOR VERGE PROTECTION
- EXISTING HEDGE**
- DOG WASTE BIN LOCATION**

ACCOMMODATION SCHEDULE

- HOUSE TYPE 1 - 3 BEDROOM, 5 PERSON HOUSE**
UNITS: 10-19
- HOUSE TYPE 2 - 3 BEDROOM, 6 PERSON HOUSE**
UNITS: 2-9, 28-33
- HOUSE TYPE 3 - 4 BEDROOM, 7 PERSON HOUSE**
UNITS: 1, 34-38
- FLATS - 2 BEDROOM, 4 PERSON FLAT**
UNITS: 20 - 27

KINGSCLERE AVENUE, LEIGH PARK



POPE PRIESTLEY ARCHITECTS
ARCHITECTURE | TOWN PLANNING | URBAN DESIGN

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PROPOSED HOUSING DEVELOPMENT
KINGSCLERE AVENUE
LEIGH PARK
HAVANT

SITE LAYOUT

SCALE 1:400 DATE 16.02.16 AUTHOR HG CHECK SW DRAWING NO. PP1308-101-01 REVISION SK1

IMPORTANT NOTE FOR USE OF THIS DRAWING: THIS DRAWING HAS BEEN PRODUCED SPECIFICALLY FOR USE ON THIS PROJECT. POPE PRIESTLEY ARCHITECTS CANNOT BE HELD RESPONSIBLE FOR RE-USE OF THIS INFORMATION BY OTHERS FOR ANY PURPOSE OTHER THAN FOR WHICH IT IS SPECIFICALLY INTENDED. THIS DRAWING REFLECTS STANDARDS AGREED FOR THIS PROJECT AND CURRENT AT THE TIME OF PRODUCTION AND WILL NOT BE UPDATED IN ACCORDANCE WITH CHANGING LEGISLATION AND/ OR OTHER REQUIREMENTS.

Appendix 2 Proposed Site Access Arrangements

