



Transport Assessment

Bartons Road, Havant

24-097-003 Rev A

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Charles & Associates

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1 Introduction

1.1 Overview

- 1.1.1 Charles & Associates (C&A) have prepared this Transport Assessment (TA) on behalf of Stonebond Properties (Guildford) Ltd in relation to a full planning application comprising of 90 residential dwellings with associated landscaping, parking and improved access on land to the west of Petersfield Road (B2149) and south of Bartons Road, Havant. The proposed housing mix consists of 46 affordable units and 44 private dwellings.
- 1.1.2 The site is currently a brownfield site, formerly occupied by Scottish and Southern Energy (SSE). The site location is presented in **Figure 1.1** below.

Figure 1.1: Site Location



- 1.1.3 The Local Planning Authority is Havant Borough Council (HBC), and the Local Highway Authority is Hampshire County Council (HCC).

1.2 Planning History

- 1.2.1 The site is allocated under Policy LP1, site L145, in the Allocations Plan (2014), covering an area of 1.7 ha with an indicative capacity for 90 dwellings. The emerging Havant Borough Local Plan retains the site allocation (Allocation 18) for about 90 dwellings.

- 1.2.2 A previous planning application¹ was submitted in October 2020 for 175 apartments at the site. However, it was refused on the grounds of density, form, scale, and lack of affordable housing.

1.3 Pre-application engagement

- 1.3.1 A Transport Scoping Note was submitted to Hampshire County Council (HCC) as part of the pre-application consultation process. A written response was received from HCC on 3 June 2025 (**Appendix A**). This TA incorporates the recommendations provided in HCC's written response.

1.4 Report Structure

- 1.4.1 The structure of the TA is as follows:

- **Chapter 2** summarises the relevant policy context against which this report will be judged;
- **Chapter 3** describes the location of the site, active travel opportunities, existing site accessibility, local highway network and collision data;
- **Chapter 4** explains the development proposals;
- **Chapter 5** summarises the vehicle trip generation and distribution at the site and assess the impact; outlines the traffic flows assessment; summarises the capacity and impact assessment of the junctions;
- **Chapter 6** summarises and concludes this TA.

- 1.4.2 This TA should be read in conjunction with the Residential Travel Plan (RTP), ref: 24-097-004 Rev A, which has also been submitted in support of this planning application. The RTP will inform the implementation of a Travel Plan for future residents of the development and aims to further encourage and promote the use of sustainable modes of travel.

¹ Havant Borough Council Planning Portal: App/20/00658, https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_248708

2 Policy Context

2.1 National Policy

National Planning Policy framework (NPPF)

- 2.1.2 The National Planning Policy Framework (NPPF), updated in February 2025, recognises the need to pursue sustainable development in a constructive way. This is summarised in paragraph 9 of the NPPF which states *“Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.”* The following paragraph 10 states *“So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**”*. This highlights a policy shift towards Vision Led development, promoting development that meets the needs of the area, aligns growth and infrastructure, while improving the environment, mitigating climate change, and adapting to its effects.
- 2.1.3 This is further indicated in paragraph 109, the NPPF indicates that *“Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places”*.
- 2.1.4 Paragraph 110 states that *“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 reduce congestion and emissions and improve air quality and public health.”* This shows that first and foremost, the location of the development is key for developing an inherently sustainable site by ensuring that all key amenities are within walking and cycling distance, thus reducing the viability of short-distance vehicle trips.
- 2.1.5 Paragraph 111 (d) recommends that planning policies *“provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking”*.
- 2.1.6 Paragraph 112 of the NPPF states that: *“If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;
 - b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and

- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”
- 2.1.7 Paragraph 113 of the NPPF mentions that: *“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists”.*
- 2.1.8 Paragraph 115 states “...it should be ensured that:
 - a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
 - b) Safe and suitable access can be achieved for all users;
 - c) The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.
- 2.1.9 Furthermore, NPPF paragraph 116 states: *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*
- 2.1.10 Paragraph 118 of the NPPF addresses the requirement that *“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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”*
- 2.1.11 The NPPF is supported by Planning Practice Guidance including guidance on the preparation of Transport Assessments. This TA has been prepared in accordance with that guidance

2.2 Local Policy

Hampshire County Council Local Transport Plan 4 (LTP4)

2.2.2 Hampshire's LTP4 was published in February 2024 and delivers the County's transport vision to 2050. Hampshire's LTP4 transport vision for 2050:

"A carbon neutral, resilient, and inclusive transport system, designed around - and with - people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment."

2.2.3 LTP4 identifies a holistic approach to improve local transport in order to provide access to jobs, services and other opportunities and activities: *"transport improvements will also need to be supported by:*

- *Improving digital connections (digital and mobile connections) – to allow online access to jobs, services and other opportunities and activities (especially in rural areas); and*
- *Place-making improvements – bringing activities and opportunities closer to people through integration of transport and land use planning."*

2.2.4 LTP4 identifies eight outcomes under four key themes in order to guide the County towards the LTP4 vision. The outcomes that are relevant to the proposed development are:

- a) Reduce transport related carbon emissions to net zero (neutrality) by 2050.
- b) A transport network that is resilient to climate change, extreme weather, incidents and major disruptive events.
- c) Improved air quality and less noise disturbance from transport.
- d) A transport network that protects and enhances our natural and historic environments, resulting in an overall net environmental gain.
- e) A network that supports and enables active travel and active lifestyles to improve our health and wellbeing.
- f) A transport system that provides more equitable access to services, opportunities and life chances delivering improved quality of life for all in Hampshire.

2.2.5 Policy C3 of LTP4 states that transport strategies and schemes should be developed with due consideration of the Road User Utility Framework. The Road User Utility Framework includes the following:

- a) Opportunities to reduce travel demand and the need to travel;
- b) Vulnerable users, including people with disabilities or long-term mobility-related health conditions;

- c) People who walk;
- d) People who cycle and ride horses;
- e) People who use public transport (bus, coach, rail, taxi, community transport);
- f) Delivery of goods; and
- g) Other motor vehicles.

2.2.6 Policy C6 of LTP4 states that schemes should promote sustainable travel behaviour and should focus on reducing car dependency and promoting healthier, lower-carbon transport options.

Havant Borough emerging 'Building A Better Future' Local Plan

2.2.7 The emerging Regulation 18 Local Plan was recently consulted upon between Tuesday 6th May and Tuesday July 1, 2025. The Local Plan is anticipated to set out the plans for Havant Borough Council up until 2043. Currently the Council's Development Plan comprises:

- The Havant Borough Local Plan (Core Strategy) (2011)
- The Havant Borough Local Plan (Allocations) (2014)
- The Hampshire Minerals and Waste Plan¹ (2013)
- The Emsworth Neighbourhood Plan (2021)

2.2.8 Once adopted, the Havant Council emerging Local Plan will supersede the core strategy and local plan (allocations) and will comprise:

- The Building a Better Future Local Plan;
- The Emsworth Neighbourhood Plan (2021); and
- The Hampshire Minerals and Waste Plan (2013)

2.2.9 As such, for the purposes of this TA, the Core Strategy (2011) and the Allocations Plan (2014) have been adhered to as detailed below.

Havant Borough Council Local Plan (Core Strategy) 2011

2.2.10 The Core Strategy is the first of two parts of the adopted Local Plan and was adopted by Havant Borough Council on 1 March 2011. The strategic core strategy policy CS20 sets out the Borough's policy in Transport and Access Strategy. It states that 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.*

2.2.11 Furthermore, the core strategy sets out the development management policies DM11 and DM12 that are transport infrastructure related and will be relevant to the proposed development.

DM11 Planning for More Sustainable Travel

2.2.12 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 measure 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.

DM12 Mitigating the impacts of Travel

2.2.13 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.

DM13 Car and Cycle parking on Residential Development

- 2.2.14 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.

Havant Borough Local Plan (Allocations) 2014

- 2.2.15 The Allocations Plan is the second part of the Local Plan, adopted on 23 July 2014. It identifies sites for specific uses including housing, employment, retail, recreation and green infrastructure up to 2026. The proposed development is allocated site under Policy LP1 Leigh Park and designated as Scottish and Southern Electricity (SSE) Offices Site with site reference L145.
- 2.2.16 The site allocation does not mention any highways constraints for the site however it provides site specific development requirements for the proposed development as presented in the **Figure 2.1** below.

Figure 2.1: Site Allocation Details and Requirements²

Site Name: SSE Offices Site, Bartons Road	Site Ref/Policy Number: L145
Description of Site: A brownfield site located in a prominent location on the corner of Petersfield Road and Bartons Road. It is currently occupied by a three-storey office building and associated car parking. The former occupiers of the offices have relocated elsewhere in Havant retaining part of the site for operational reasons in the short term.	
Known Constraints: <ul style="list-style-type: none"> • Potential asbestos issues associated with demolition of existing building • Potential ground quality issues associated with previous and/or current use of site • Site includes or is close to existing sewerage infrastructure • Southern Water has advised that sewerage capacity in network closest to site is limited • Potential air quality/noise issues due to proximity of Petersfield Road 	
Existing Transport Provision: <ul style="list-style-type: none"> • Bus routes within walking distance of the site 	
Existing Accessibility to Local Services/Facilities: <ul style="list-style-type: none"> • Within walking distance of district centre with shops and services • Bus routes available to large centres with further shops and services 	
Site Opportunities: <ul style="list-style-type: none"> • A landmark residential building reflecting the scale of the existing building on the site could be achieved • New homes including affordable housing • Making use of redundant commercial land in a predominantly residential area 	
Policy L145 - Site Specific Development Requirements: <ul style="list-style-type: none"> • Employment and Skills Plan to support planning application • Investigate ground quality conditions, as part of a planning application, and address any matters that arise • Utilise the existing access point onto Bartons Road • Ensure appropriate amenity level for occupants of proposed residential properties having regard to noise (Policy DM18) • Southern Water request connection to the sewerage system at the nearest point of adequate capacity • Appropriate easement from existing sewage/waste infrastructure 	

Havant Local Cycling and Walking Infrastructure Plan (LCWIP)

- 2.2.17 The LCWIP, formally approved on 7 November 2022, as set out in Government's Cycling and Walking Investment Strategy, is a strategic approach to identifying cycling and walking improvements required at the local level. It helps enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 2.2.18 The plan is supported by policies developed and delivered by Hampshire County Council. The plan identifies a comprehensive network of primary and secondary walking and cycling routes connecting key destinations such as schools, transport hubs, employment centres, and town centres throughout Havant.

² Havant Borough Council Local Plan (Allocations) - <https://www.havant.gov.uk/media/7687/download?inline>

Summary

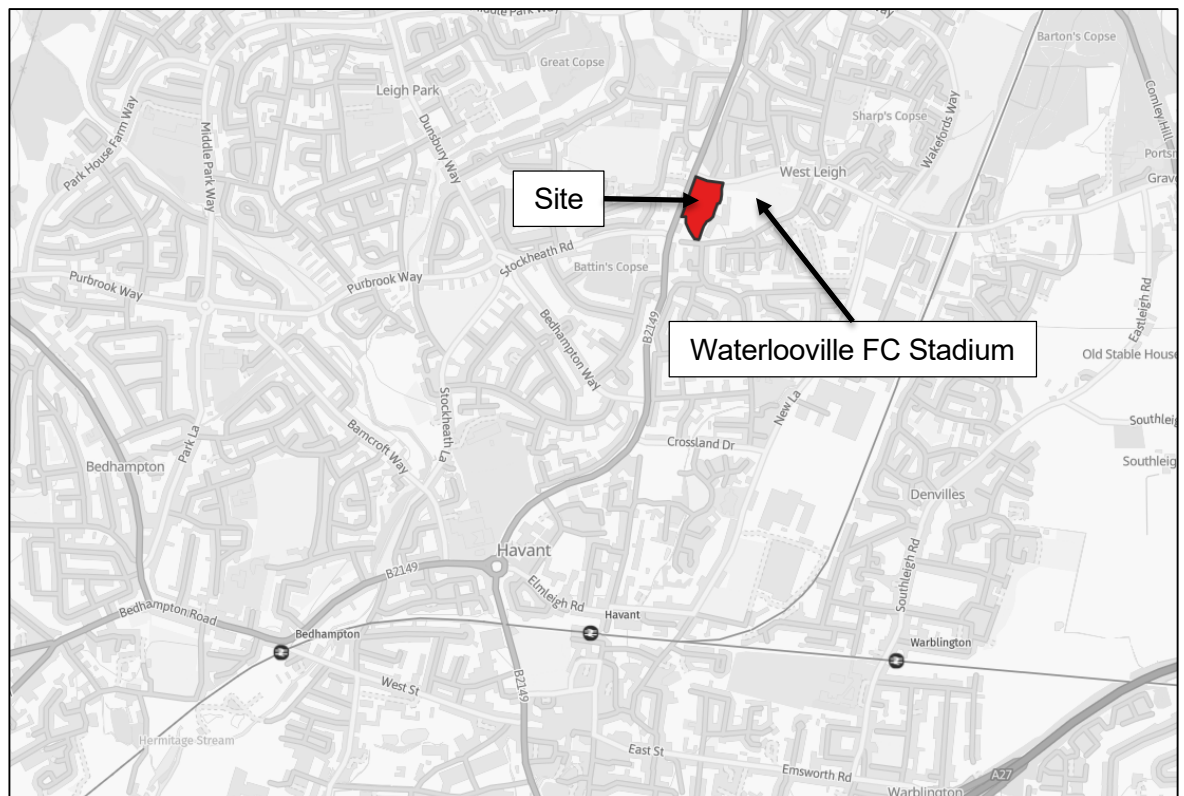
- 2.2.19 National and local policies are aimed at integrating vision-led land use and transport planning from the outset to actively promote and improve accessibility by a range of sustainable modes of transport. This TA demonstrates that the potential transport impacts of the development have been considered, and appropriate measures adopted to adhere to the relevant policies outlined above.

3 Existing Conditions

3.1 Overview

- 3.1.1 The application site is located on the corner of Petersfield Road and Bartons Road, approximately 1.5 miles north of Havant town centre and 1.4 miles from Havant station. The Havant and Waterlooville FC stadium lies immediately to the east with its main access of Martin Road, as shown in **Figure 3.1** below.

Figure 3.1: Site Location



- 3.1.2 The site is currently brownfield and previously housed the SSE regional headquarters, including associated infrastructure. The buildings were demolished under prior approval (reference: APP/16/00940) in 2016, and the site has since been cleared.

3.2 Local Amenities

- 3.2.1 There are a wide range of amenities within a short walk or cycle of the site, including health services, schools and leisure activities. The Chartered Institution of Highways and Transportation's (CIHT) Planning for Walking guidance states that approximately 80% of journeys under 1 mile (1.6 km) are made entirely on foot³.

³ https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

- 3.2.2 In addition, the CIHT's Planning for Cycling guidance reports that majority of the cycling trips cover short distances, with 80% being less than 5 miles (8 km) and 40% less than 2 miles (3.2 km)⁴. Based on this guidance, walking distances of up to 1.6 km and cycling distances of up to 5 km are generally considered acceptable.
- 3.2.3 To promote sustainable development in line with the National Planning Policy Framework's (NPPF) 'vision-led development', it is essential that a range of facilities is available within these distances from the centre of the residential site.
- 3.2.4 The proposed development is well located, with several facilities nearby and others within walking or cycling distance. The **Table 3.1** below outlines the closest amenities and their approximate distances from the site.

Table 3.1: Local Amenities Distance

Amenities	Description	Approx. Distance	Walking Time (min)	Cycling Time (min)
Education	Front Lawn Primary Academy	500 m	7	2
	St Alban's Primary School	800 m	11	5
	Havant Academy – Secondary School	1.2 km	15	4
	Leigh Park Library	700m	10	3
Retail	The Greywell Shopping Centre	700 m	10	3
	Lidl	700 m	10	3
	Nisha shop Locally	700 m	10	3
	Premier	700 m	10	3
Leisure	Heron	400 m	5	2
	Leigh Park Bowling Club	700 m	10	3
	Crown Bingo & Social Club	700 m	10	3
	Greggs, Costa Coffee, Dilan Kebab	700 m	10	3
Community	St Alban's Church and West Leigh Skatepark	400 m	6	3
	Staunton Country Park	1.1 km	16	5
Health	Greywell Pharmacy	700m	10	3
	The Curlew Practice	1.1 km	15	3
	Oak Park Community Clinic	1.1 km	15	3

⁴ https://www.ciht.org.uk/media/4461/ciht_-_planning_for_cycling_proof_v2_singles.pdf

- 3.2.5 In addition to the above, there are numerous local businesses, and a business park located 1km east of the site, along the eastern edge of New Lane and south of Bartons Road. The site is clearly in an accessible location, with many local amenities only a short walk or cycle away. This provides the proposed development genuine opportunities to promote sustainable travel to/from key day-to-day services and needs.

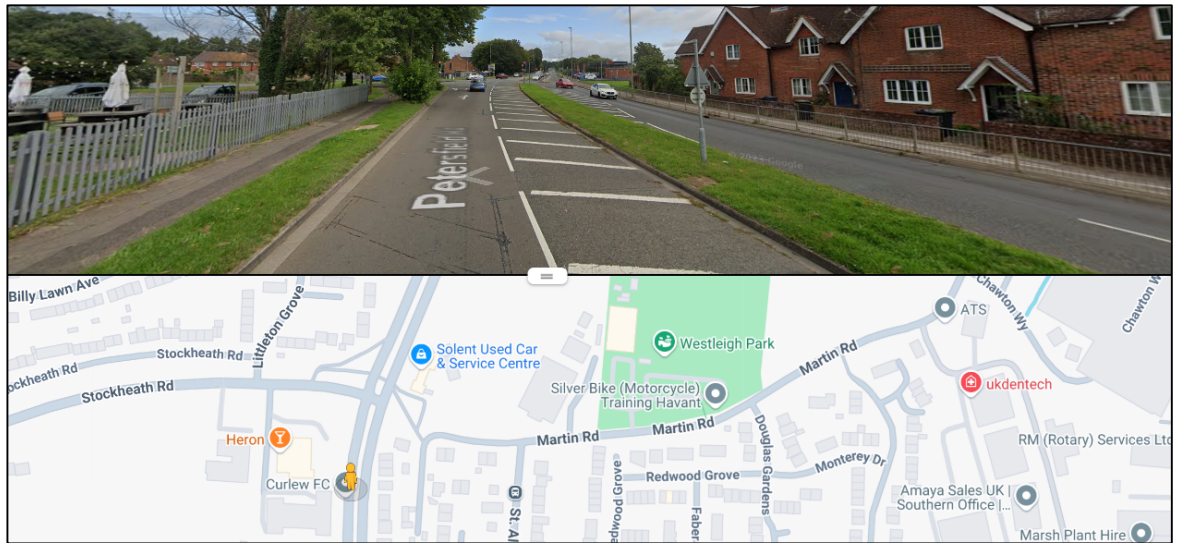
3.3 Active Travel

- 3.3.1 'Active travel' broadly refers to human-powered modes of transport including walking, cycling, scooting and wheelchair travel. These travel modes offer substantial health and environmental benefits and typically involve minimal cost to the user. Where safe and attractive routes exist, active travel becomes a natural and sustainable option for shorter journeys.
- 3.3.2 The proposed development site is well located in terms of accessibility by active travel modes, benefitting from a comprehensive network of footways, cycleways, and supporting infrastructure within the immediate area.

Walking

- 3.3.3 Walking is a key transport mode for local journeys, and the area surrounding the site is well served by pedestrian infrastructure.
- 3.3.4 To the north of the site, pedestrian crossings are located at the Petersfield Road/Bartons Road junction, facilitating access to Billy Lawn Avenue. To the south, a pedestrian subway beneath Petersfield Road connects Martin Road with Stockheath Road, providing safe and uninterrupted pedestrian movement across this key corridor.
- 3.3.5 Footways are in place along the western side of the B2149 Petersfield Road, as shown in **Figure 3.2**, offering continuous pedestrian connectivity to Havant railway station and Havant town centre. These footways are separated from vehicular traffic by grass verges, enhancing safety and comfort and integrated at junctions to ensure a continuous pedestrian route in the north-south direction.

Figure 3.2: Footways along B2149 Petersfield Road



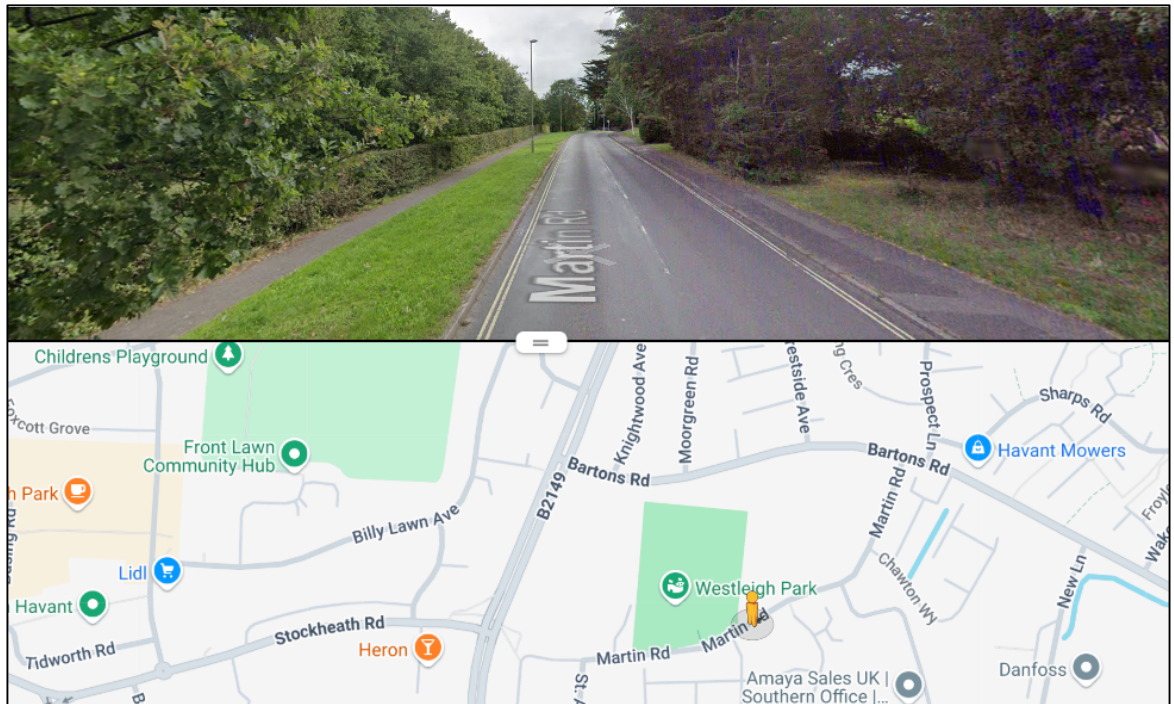
- 3.3.6 On the eastern side of Petersfield Road, a shared footway/cycleway - also separated from the carriageway by a grass verge provides a high-quality facility for both pedestrians and cyclists (**Figure 3.3**).

Figure 3.3: Shared Footway/Cycleway along B2149 Petersfield Road



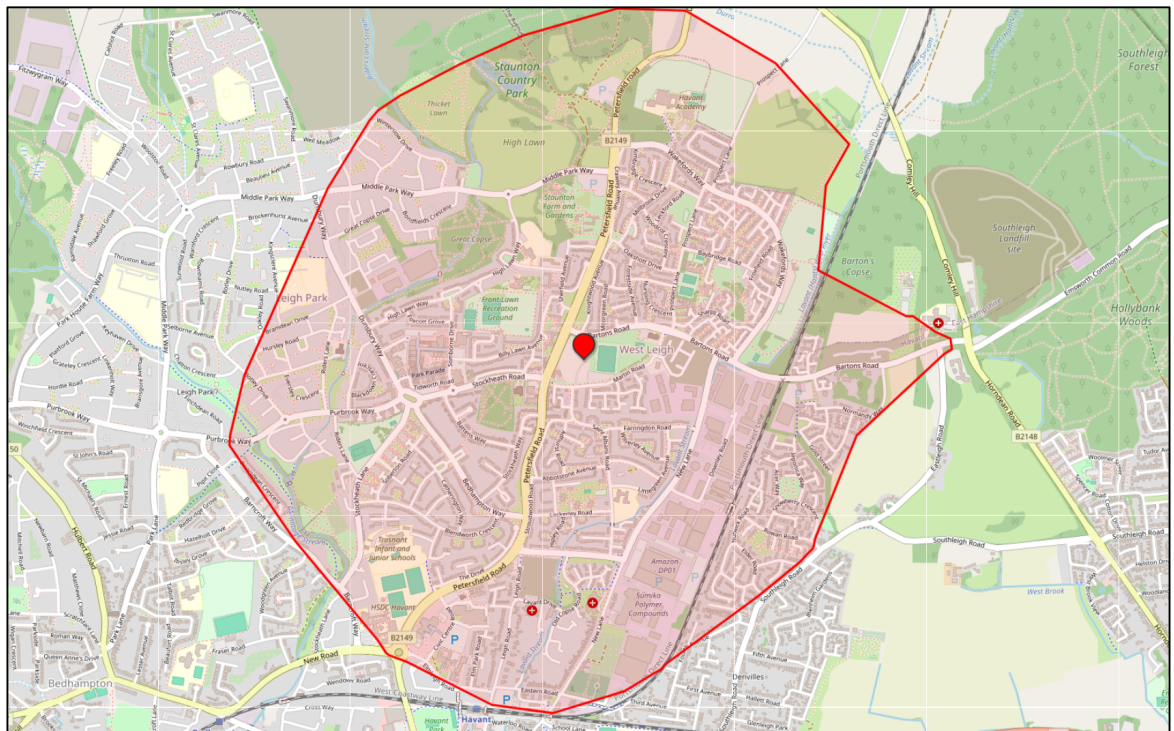
- 3.3.7 Footway provision is also provided along the southern side of Bartons Road as well as on both the north and south sides of Martin Road, with the northern footway being set back from the carriageway and separated by a grass verge. This network is illustrated in **Figure 3.4**, demonstrating comprehensive coverage of the surrounding residential roads.

Figure 3.4: Footpath and Footway along Martin Road



3.3.8 The 1.6 km walking isochrone shown in **Figure 3.5** indicates that key local destinations such as Leigh Park, West Leigh, and Staunton Country Park lie within easy walking distance of the site.

Figure 3.5: 1.6km Walking Isochrone



Cycling

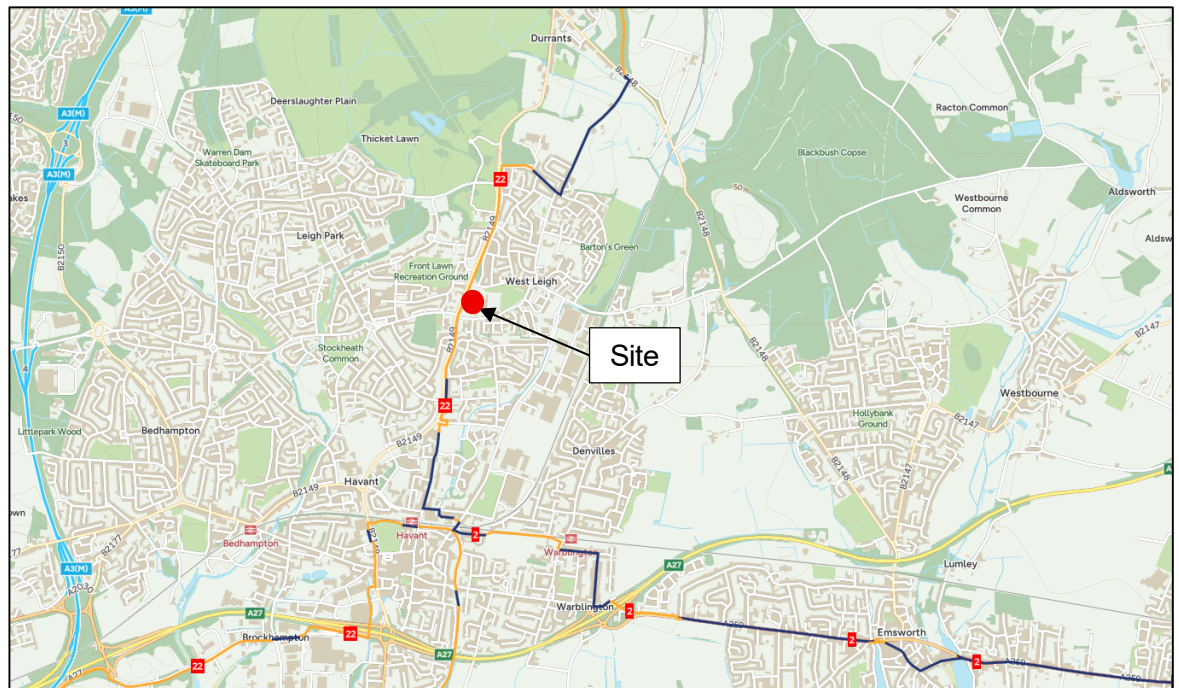
- 3.3.9 Cycling provides a realistic and sustainable alternative to short car journeys, particularly for trips of up to 5 km. The Havant Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a number of on-carriageway and traffic-free cycling facilities in the vicinity, as shown in the associated interactive cycle map (**Figure 3.6**), which will support sustainable access to the development.

Figure 3.6: Cycle Map around the Site



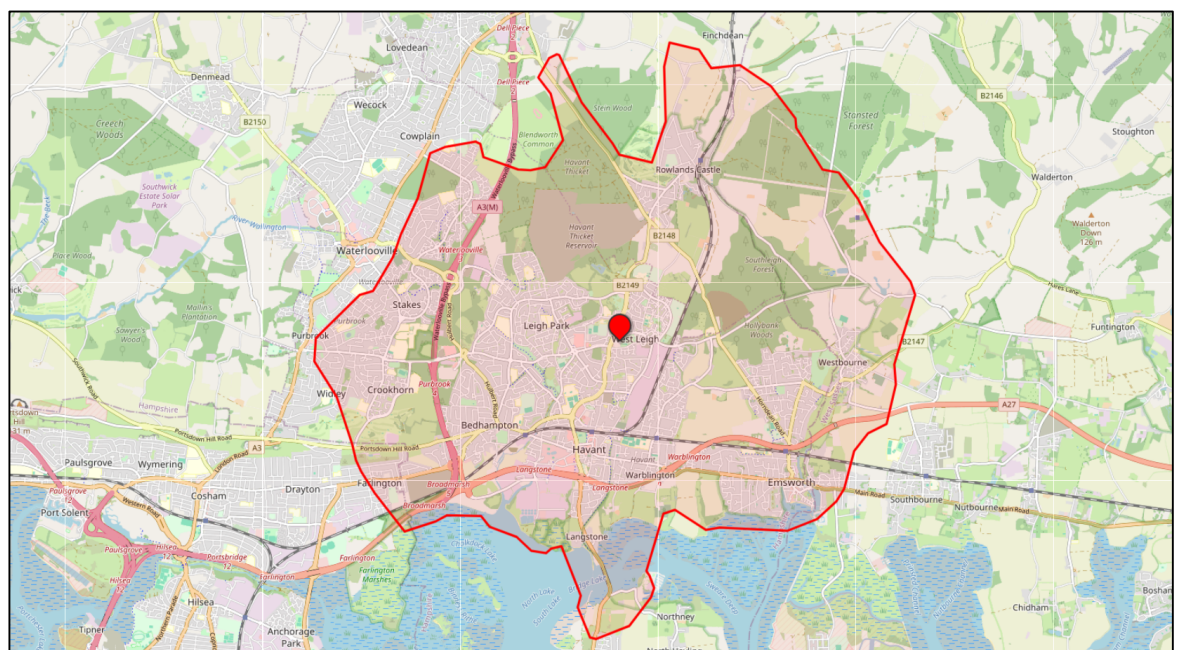
- 3.3.10 A well-surfaced, off-road cycle track is located along the eastern edge of Petersfield Road, linking the development site to Havant town centre and Havant railway station. This route includes controlled crossing points, clear wayfinding signage and integration with the National Cycle Route 22 (NCR22) (**Figure 3.7**).

Figure 3.7: National Cycle Route 22



- 3.3.11 The NCR22 provides a high-quality, direct cycle route connecting the site to the wider area via off-road sections and quieter residential streets.
- 3.3.12 The 5 km cycling isochrone (**Figure 3.8**) demonstrates that the site is accessible by bicycle from a wide area, including Stakes, Crookhorn, Leigh Park, Bedhampton, Havant, Warblington, Emsworth, Westbourne, and Rowlands Castle.

Figure 3.8: 5km Cycling Isochrone



- 3.3.13 To fully assess the surrounding transport network with respect to active travel users, an initial Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been done in accordance with HCC's Technical Guidance Note TG19. The WCHAR assessment is included in **Appendix B**.

3.4 Public Transport

Bus Services

- 3.4.2 There are several bus stops in close proximity to the site. 'Douglas Gardens' is situated approximately 150 metres from the site on Martin Road. The stop is served by bus service 20, operated by Stagecoach, which operates between Havant and Portsmouth with a half-hourly frequency from Monday to Saturday.
- 3.4.3 From 'Douglas Gardens' stop, it takes approximately 8 minutes to reach Havant Town Centre 'Havant Bus Station' and around 13 minutes to reach Havant Railway Station. Havant Bus Station serves as a local transport hub, offering connections to a range of destinations including Rowlands Castle, Cosham and Southsea, Chichester, Leigh Park, Warren Park, Sandy Point, and Hayling Island. Additional services from other nearby stops further enhance connectivity to the surrounding area.
- 3.4.4 In addition, there are bus stops located along St Albans Road to the south of the site, and along Bartons Road to the east of the Bartons Road/Martin Road junction. These stops are also served by the same bus service as the Douglas Gardens stop, providing additional convenient access to the local bus network.

Rail Services

- 3.4.5 The nearest railway station is Havant Railway Station, located approximately 1.5 km (22-minute walk/6-minute cycle) south of the proposed development. The station provides 92 sheltered cycle storage spaces and 492 car parking spaces.
- 3.4.6 Rail services from Havant provide direct access to popular destinations including Portsmouth Harbour, Southampton Central, Brighton, London Waterloo, and London Victoria. The **Table 3.2** below outlines the available services.

Table 3.2: Train Services from Havant

Destinations	Service Provider	Journey Time	Typical Frequency
Southampton Central	Southern	42 min	Every 30 min
Brighton	Southern	1 hr 5 min	Every 15 min
Portsmouth Harbour	Southwestern Railways, Southern	19 min	Every 12 min
Portsmouth & Southsea	Southern	14 min	Every 10 min
London Victoria	Southern	1 hr 55 min	Hourly
London Waterloo	Southwestern Railways	1 hr 27 min	Every 30 min

3.5 Road Safety

- 3.5.1 Collision data was obtained from Hampshire Constabulary on 25 June 2025, covering the most recent five-year period available (01/10/2019 to 30/09/2024). The extent of the collision analysis is presented in **Figure 3.9** below.

Figure 3.9: Collision Locations



- 3.5.2 Altogether, there were 14 recorded collisions in the past five years, one of which was classified as serious while the remaining as slight.
- 3.5.3 These are summarised in **Table 3.2** below and the full reports are included in **Appendix C**.

Table 3.3: Collision Summary

Location	Description	Road Condition
Petersfield Rd/Stockheath Rd Jct	Van failed to stop in time and collided with the rear of a stationary van at red lights	Dry surface, daylight, fine weather without high winds
Petersfield Rd/Bartons Rd Jct	Motorcycle accelerated away from traffic lights, lost control of the back wheel, causing the rider to fall off	Dry surface, darkness with street lights present and lit, fine weather without high winds
Petersfield Rd directly outside Solent Used Car Centre	Car failed to brake and collided with the rear of a stationary motorcycle	Dry surface, daylight, fine weather without high winds
Petersfield Rd/Stockheath Rd Jct	Goods vehicle failed to slow in time and collided with the rear of a stationary car waiting at the junction	Dry surface, daylight, fine weather without high winds
Bartons Rd/Prospect Ln Jct	Car entered the main carriageway onto Bartons Road without giving way, colliding with a car traveling southeast	Dry surface, daylight, fine weather without high winds
Petersfield Rd/Stockheath Rd Jct	Motorcycle contravened a red traffic light and collided with a car turning right	Dry surface, daylight, fine weather without high winds
Petersfield Rd/Bartons Road Jct	Car failed to stop and collided with the rear of a stationary car	Dry surface, daylight, fine weather without high winds
Petersfield Rd, opposite pedestrian entrance to Stockheath Way	Van mounted pavement and collided with a pedestrian	Dry surface, daylight, fine weather without high winds
Petersfield Rd/Stockheath Rd	Car entered the junction on a red light and collided with a car turning right	Dry surface, daylight, fine weather without high winds
Petersfield Rd, 22 meters S of Jct with Stockheath Rd	Pedal cycle collided with a railing that had been bent into the cycle path	Dry surface, daylight, fine weather without high winds
Bartons Rd 29m E of Prospect Lane	Car was moving off after dropping passengers when another car collided with its rear	Wet/damp surface, darkness with street lights present and lit, raining without high winds
Bartons Rd, 25m NE of junction with Witchampton Close	Pedal cycle lost control, causing the rider to fall	Wet/damp surface, darkness with street lights present and lit, fine weather without high winds
Petersfield Rd/Bartons Rd Jct	Car misinterpreted the filter lights at the junction and collided with the rear of a car waiting to turn right	Dry surface, darkness with street lights present and lit, fine weather without high winds
Petersfield Rd/Stockheath Rd Jct	Lorry failed to stop in time and collided with the rear of a car stopped at traffic lights	Dry surface, daylight, fine weather without high winds

3.5.4 From the above, it can be concluded that there are no specific trends that suggest any safety concerns that may become exacerbated with further traffic generation.

3.6 Existing Highway Network

Petersfield Road B2149

- 3.6.2 Petersfield Road (B2149) is a dual carriageway subject to a 40mph speed limit and serves as a primary route linking to Havant town centre to the south. It forms a key part of the local highway network, facilitating the movements of both local and through traffic, including public transport and service vehicles.
- 3.6.3 The Petersfield Road/Bartons Road junction lies approximately 100 metres to the west of the proposed site access and operates as a signal-controlled, all-movements junction. Within the vicinity of the proposed development site, Petersfield Road benefits from a shared footway/cycleway along its eastern side, supporting active travel modes. A standard footway is also present along the western side of the carriageway, enhancing pedestrian connectivity. These facilities provide safe and convenient access for active travel users and contribute to sustainable travel options for the future residents of the site.

Bartons Road

- 3.6.4 Bartons Road is a single carriageway road approximately 6.5 metres in width and is subject to a 30mph speed limit. It serves as an east-west local distributor route, providing a connection between Petersfield Road (B2149) to the west and Comley Hill (B2148) to the east. The road connects to nearby residential areas and forms part of the local movement network within this part of Havant. Footways are provided on both the sides of Bartons Road. The southern footway is set back from the carriageway by a grass verge and provides a separation from vehicular traffic. The road is predominantly fronted by residential development.

Martin Road

- 3.6.5 Martin Road is a local access road approximately 5 metres in width and is subject to a 30mph speed limit. It runs in a north - south direction, connecting Bartons Road to the north with St Albans Road to the south. It primarily serves residential units and Havant and Waterlooville FC and functions as part of the local access network within the surrounding suburban area. Footways are provided on both sides of Martin Road. The footway along the northern side is separated by grass verge.

3.7 Summary

- 3.7.1 The site well served by existing active travel infrastructure, with high-quality footways and cycleways providing safe and convenient access to surrounding areas and local amenities.

- 3.7.2 Walking routes are well-connected and frequently separated from traffic by grass verges, encouraging safe and comfortable pedestrian movement. Dedicated pedestrian crossings and subways further enhance north – south connectivity.
- 3.7.3 The site is within walking distance of key local destinations, including shops, public transport nodes, and green spaces.
- 3.7.4 Cycling is similarly well supported, with a designated off-road cycle track linking the site to Havant town centre and railway station. The alignment with National Cycle Route 22 enhances wider strategic connectivity. The cycle and walking networks identified in the LCWIP demonstrate strong alignment with local and national transport policy, supporting the use of sustainable modes.
- 3.7.5 This excellent provision for active travel aligns and public transport with the aims of the National Planning Policy Framework (NPPF), paragraphs 110 and 111, which promote sustainable transport choices and prioritise pedestrian and cycle movements.
- 3.7.6 The development is therefore well placed to support a sustainable, accessible and low-carbon community, with reduced dependence on the private car.

4 Development Vision & Proposals

4.1 Vision for Sustainable Access

- 4.1.1 The vision for sustainable access outlines the outcomes that the development and wider community want to achieve in terms of movement and access to, from and within the development. It sets the aims and objectives against which the transport solutions are to be developed and delivered.
- 4.1.2 It is a fundamental component of a 'Vision-led' approach to planning that no longer accepts or tolerates as inevitable the material impact of unsustainable development which simply provides mitigation for that. Rather, it drives development towards a genuinely sustainable future that minimises or even eliminates the need for highway network interventions, which invariably provide for and encourage car-based travel in a manner at odds with long-term sustainability objectives.
- 4.1.3 In this context, the development aspires to reduce the need to travel in the first instance and thereafter, encourage travel to/from the site by sustainable modes. The key components of the sustainable accessibility vision are:
- To create an environment and homes where people want to live and work, minimising the need to travel.
 - To provide an integrated and accessible transport system, with walking, cycling and public transport designed to be the most attractive forms of local transport.
 - Maximise the opportunities arising from proximity to surrounding amenities, high quality active travel facilities and access public transport services.

4.2 Development Proposals

- 4.2.1 The development proposals consist of a detailed planning application for '*Erection of 90 dwellings with associated landscaping, parking and improved access*'. The mix of dwellings on the site comprises of 46 affordable units and 44 market units. An indicative site layout is shown in **Appendix D**.

4.3 Site Access & Infrastructure Proposals

- 4.3.1 In the context of the vision for the site the proposed development brings forward associated transport infrastructure with the aim of encouraging and promoting travel by sustainable modes whilst providing safe and suitable access to the site for all users.

Site Access

- 4.3.2 The site will utilise the existing point of access from Bartons Road along the northern frontage, incorporating the formalisation of the access, as shown in **Drawing 24-097-0012** provided in **Appendix E**.
- 4.3.3 The proposed access arrangement will take the form of a priority T-junction with Bartons Road. The existing footway on the southern side of Bartons Road, connecting the site access to the Petersfield Road/Bartons Road junction to the west, will be upgraded to a shared footway/cycleway facility with a width of 3 metres. Dropped kerbs and tactile paving are proposed at the junction bell-mouth to assist active travel users travelling across the junction and providing enhanced connections to the high-quality active travel facilities on Petersfield Road.
- 4.3.4 The existing rear secondary informal access to the adjacent football stadium from the site access road will be retained.
- 4.3.5 In addition, a dedicated access point for active travel users is proposed along the western boundary of the site providing a direct connection to the high-quality existing active travel facilities along Petersfield Road.

Petersfield Road/Bartons Road Junction

- 4.3.6 The existing informal pedestrian crossing on the northern approach of Petersfield Road will be upgraded to a two-stage signal-controlled Toucan crossing. This will encourage safe and convenient crossing for residents to/from Leigh Park to the west of the site.
- 4.3.7 Also, the existing crossing facility on the Bartons Road approach will be upgraded to a signal-controlled Toucan crossing for pedestrians and cyclists. The facility will provide a safe crossing point and form a continuous link with the existing footway and cycleway along the eastern side of Petersfield Road.
- 4.3.8 In combination, these facilities will provide enhanced and continuous facilities for pedestrians and cyclists between the site and the local services and amenities in and around Havant town centre to the south and Leigh Park to the west.

Martin Road

- 4.3.9 The nearest bus stop to the site '*Douglas Gardens*', located on Martin Road to the south, is proposed to be upgraded to provide enhanced waiting facilities for passengers, where possible. The eastbound bus stop on the northern side of Martin Road, which also serves the Havant & Waterlooville FC stadium immediately to the north, will be upgraded to provide a shelter and seating for passengers and bus cage road markings.

- 4.3.10 An independent Stage 1 Road Safety Audit (RSA) has been undertaken for all of the proposed highway improvements and the site access junction. The Stage 1 RSA report and designer's response are provided in **Appendix F**.
- 4.3.11 The proposed offsite works, along with their respective specifications, would be carried out during the detailed design stage, subject to a Section 278 agreement with the highway authority to undertake the works within the public highway.

4.4 Parking and Servicing

- 4.4.1 Vehicle parking will be provided in line with Havant Borough Council's Parking SPD (2019)⁵. **Table 4.1** below sets out the parking standards and provision, which is split out with respect to private and affordable housing, comprising Affordable Rented (AR) dwellings and Shared Ownership (SO) housing.

Table 4.1: Parking Provision

Dwelling Type	No of Units	Recommended Provision (HBC Parking SPD)	Proposed Parking Spaces
Affordable (Houses/ Flats)			
1 Bed Flat (AR/SR)	11	11	6
2 Bed Flat (AR/SR)	21	42	21
2 Bed House (SO)	3	6	6
3 Bed House (SO)	9	18	18
4 Bed House (AR/SR)	2	6	4
Total Affordable	46	83	55
Private (Houses)			
2 Bed House	6	12	12
3 Bed House	30	60	60
4 Bed House	8	24	24
Total Private	44	96	96
Total	90	179	151

- 4.4.2 The proposed development will provide a total of 151 allocated parking. This equates to a requirement of 30.2 visitor spaces (20%). The layout provides 30 visitor spaces.

⁵HBC Parking SPD: <https://www.havant.gov.uk/media/7801/download?inline>

- 4.4.3 A reduced provision is proposed with respect to the affordable rented (AR) dwellings in line with Note 2 of Table 4A in the SPD, which states that *'Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However, there is the potential for tenure to change for tenure to change over the life of most dwellings to owner occupied status. Reduction will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate'*.
- 4.4.4 This reduction against the SPD guidance for affordable dwelling is considered appropriate given the highly sustainable nature of the site together with the sustainable travel enhancements included within the proposals.
- 4.4.5 Active electric vehicle (EV) charging facilities will be provided for in accordance with Building Regulations Part S.
- 4.4.6 Cycle parking will be provided within the curtilage of each dwelling within garden sheds for the houses. A secure, lit cycle store is proposed for the flats.
- 4.4.7 A full review of the layout has been undertaken, including swept path analysis for refuse collection and emergency access. This is presented in **Drawing 24-097-007 Rev B**, included in **Appendix E**.
- 4.4.8 Refuse would be collected by Havant Borough Council (HBC) and tracking is provided in **Drawing 24-097-008 Rev B**, included in **Appendix E**. The results of this exercise indicate that the refuse vehicles can enter and exit the site in forward gear.
- 4.4.9 The layout review also shows that the maximum distance refuse should be carried to in order to reach either a bin store or an appropriate collection location is within the maximum permissible threshold. This is in accordance with the *Building Regulations: Drainage and Waste Disposal* (2010), which states *"Storage areas for waste containers and chutes should be situated so that the distance householders are required to carry refuse does not usually exceed 30m. Containers should be within 25m of the waste collection point specified by the waste collection authority"*.
- 4.4.10 Access for the Hampshire County Council (HCC) Fire & Rescue standard fire appliance has been assessed in **Drawing 24-97-009 Rev B**, included in **Appendix E**. This shows appropriate clearance is provided for fire tender vehicles in the event of an emergency. A fire vehicle turning point is provided to enable the vehicle to enter and exit the site in forward gear. The layout accords with the Fire Safety: Approved Document B, which states that vehicle access for a pumping appliance should be within 45m of all points within each dwelling.

- 4.4.11 HCC in their pre-application response (**Appendix A**), confirmed that no secondary or emergency access is required for this site.
- 4.4.12 The access road within the development is proposed for adoption, with the extent of adoption shown in **Appendix G**. The proposed road is 5.5 m wide with a 1.8 m wide footpath and has been designed in line with HCC requirements.

5 Multimodal Traffic Assessment

5.1 Trip Generation

- 5.1.1 To assess the impact of the proposed development on the local transport network, it is necessary to forecast the anticipated travel demand across all modes. The forecast vehicle trips are then typically distributed and assigned to appropriate routes on the surrounding transport network.
- 5.1.2 This section outlines the methodology used to forecast multimodal trip generation for the proposed development. To determine appropriate trip rates for the site, the TRICS database has been used for the proposed land use. This is a national database of surveys of existing developments that provides an empirical source of evidence for typical trip generation. The database allows the selection of a range of comparable sites. The selected sites are within residential zones, suburban areas, the edge of town, and neighbourhood centres, and were chosen for weekdays. This survey data is then used to derive a statistical estimate of the trip rates to be applied to the proposed development quantum.
- 5.1.3 The proposed development comprises 90 dwellings, with a split of 49% private (44 dwellings) and 51% affordable (46 dwellings). Corresponding trip rates were obtained from TRICS and applied to each unit type, in line with the approach recommended by HCC in their pre-application response.
- 5.1.4 A summary of the anticipated weekday peak hour trip generation from the development, by unit type and mode of travel, is provided in the following subsections.
- 5.1.5 The TRICS database was interrogated to ascertain trip rates for the AM peak (08:00–09:00) and PM peak (17:00–18:00). The full TRICS report is provided in **Appendix H**.

Private Houses - Trip Generation

- 5.1.6 **Table 5.1** below presents the trips generated from the private houses of the development.

Table 5.1: Private Houses Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	Total	Arr	Dep	Total
<i>Trip Rate - Total Vehicle</i>	0.132	0.313	0.445	0.274	0.144	0.418
<i>Trip Rate - Cyclists</i>	0.002	0.009	0.011	0.008	0.008	0.016
<i>Trip Rate - Pedestrians</i>	0.041	0.115	0.156	0.053	0.038	0.091
<i>Trip Rate - Taxi Users</i>	0.005	0.005	0.010	0.002	0.001	0.003
<i>Trip Rate - Public Transport Users</i>	0.001	0.024	0.025	0.014	0.004	0.018
Total Vehicle Trips (44 Dwellings)	6	14	20	12	6	18
Total Cycle Trips (44 Dwellings)	0	0	0	0	0	1
Total Pedestrians Trips (44 Dwellings)	2	5	7	2	2	4
Total Taxi User Trips (44 Dwellings)	0	0	0	0	0	0
Total Public Transport User Trips (44 Dwellings)	0	1	1	1	0	1

- 5.1.7 As shown in **Table 5.1** above, approximately 20 vehicle trips, 7 active travel trips, and 1 public transport trip are anticipated in the AM peak, and 18 vehicle trips, 4 active travel trips, and 1 public transport trip in the PM peak.

Affordable Houses – Trip Generation

- 5.1.8 **Table 5.2** below presents the trip generation from the affordable houses. The TRICS assessment did not include trip rates for cyclists, pedestrians, taxi users or public transport users; therefore, for robustness, trip rates from private houses have been used for these modes.

Table 5.2: Affordable Houses Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	Total	Arr	Dep	Total
<i>Trip Rate - Total Vehicle</i>	0.105	0.211	0.316	0.316	0.175	0.491
<i>Trip Rate - Cyclists</i>	0.002	0.009	0.011	0.008	0.008	0.016
<i>Trip Rate - Pedestrians</i>	0.041	0.115	0.156	0.053	0.038	0.091
<i>Trip Rate - Taxi Users</i>	0.005	0.005	0.010	0.002	0.001	0.003
<i>Trip Rate - Public Transport Users</i>	0.001	0.024	0.025	0.014	0.004	0.018
Total Vehicle Trips (14 Dwellings)	1	3	4	4	3	7
Total Cycle Trips (14 Dwellings)	0	0	0	0	0	0
Total Pedestrians Trips (14 Dwellings)	1	2	3	1	1	2
Total Taxi User Trips (14 Dwellings)	0	0	0	0	0	0
Total Public Transport User Trips (14 Dwellings)	0	0	0	0	0	0

- 5.1.9 From **Table 5.2** above approximately 4 vehicle trips and 3 active travel trips are anticipated in the AM peak, and 7 vehicle trips and 2 active travel trips in the PM peak.

Affordable Flats – Trip Generation

- 5.1.10 **Table 5.3** below presents the trip generation from the affordable flats. The TRICS assessment did not include trip rates for taxi users; therefore, trip rates from private houses have been used for this mode.

Table 5.3: Affordable Flats Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	Total	Arr	Dep	Total
<i>Trip Rate - Total Vehicle</i>	0.030	0.129	0.159	0.178	0.158	0.336
<i>Trip Rate - Cyclists</i>	0.000	0.030	0.030	0.000	0.000	0.000
<i>Trip Rate - Pedestrians</i>	0.059	0.188	0.247	0.079	0.059	0.138
<i>Trip Rate - Taxi Users</i>	0.005	0.005	0.010	0.002	0.001	0.003
<i>Trip Rate - Public Transport Users</i>	0.000	0.089	0.089	0.040	0.000	0.040
Total Vehicle Trips (32 Dwellings)	1	4	5	6	5	11
Total Cycle Trips (32 Dwellings)	0	1	1	0	0	0
Total Pedestrians Trips (32 Dwellings)	2	6	8	3	2	5
Total Taxi User Trips (32 Dwellings)	0	0	0	0	0	0
Total Public Transport User Trips (32 Dwellings)	0	3	3	1	0	1

- 5.1.11 From **Table 5.3** above approximately 5 vehicle trips, 9 active travel trips, and 3 public transport trips are anticipated in the AM peak, and 11 vehicle trips, 5 active travel trips, and 1 public transport trip in the PM peak.

Overall Development - Trip Generation

- 5.1.12 **Table 5.4** below summarises the total forecast multimodal trips generated by the development.

Table 5.4: Overall Development Multimodal Trips

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)		
	Arr	Dep	Total	Arr	Dep	Total
Total Vehicle Trips	8	21	29	22	14	36
Total Cycle Trips	0	1	2	0	0	1
Total Pedestrians Trips	4	13	17	6	4	10
Total Taxi User Trips	0	0	1	0	0	0
Total Public Transport User Trips	0	4	4	2	0	2

- 5.1.13 The above analysis indicates that approximately 23 trips in the AM peak and 13 in the PM peak would be made by sustainable travel modes, i.e. walking, cycling, and public transport.
- 5.1.14 This demonstrates a strong proportion of non-car-based trips, supporting proposed improvements to sustainable transport infrastructure. It aligns with planning policy objectives to encourage active and public modes of transport.

- 5.1.15 It also confirms that the development's transport impact has been assessed across all modes, in accordance with sustainable travel principles as outlined in paragraphs 115 and 117 of the NPPF.
- 5.1.16 Based on the trip generation, it is anticipated that the development will generate approximately 29 vehicle trips in the AM peak and 36 in the PM peak, equating to around 6 trips every 10 minutes.
- 5.1.17 The resulting vehicle trip rate includes all journey purposes and reflects the busiest (AM peak and PM peak) hours, used to inform the assessment of the local highway network during critical periods.

5.2 Vehicle Trip Distribution and Assignment

- 5.2.1 The vehicle trips have been distributed across the local network to identify the areas most affected and detailed in subsequent section.
- 5.2.2 The distribution has been based on census data for location of usual residence and place of work by method of travel to work (MSOA level), using again super output area Havant 009.
- 5.2.3 The approximate assignment of vehicle trips is shown in table below.

Table 5.5: Vehicle Trip Distribution

Route	Petersfield Rd (B2149) N	Purbrook Way	New Road	Park Road	Bartons Road
Inbound	17%	22%	18%	30%	13%
Outbound	17%	22%	18%	30%	13%
Inbound AM Trips	1	2	1	2	1
Outbound AM Trips	3	5	4	6	3
Inbound PM Trips	4	5	4	7	3
Outbound PM Trips	2	3	2	4	2

- 5.2.4 The distributed AM vehicle trips are shown in **Figure 5.1** and **Figure 5.2** below.

Figure 5.1: AM Vehicle Trips

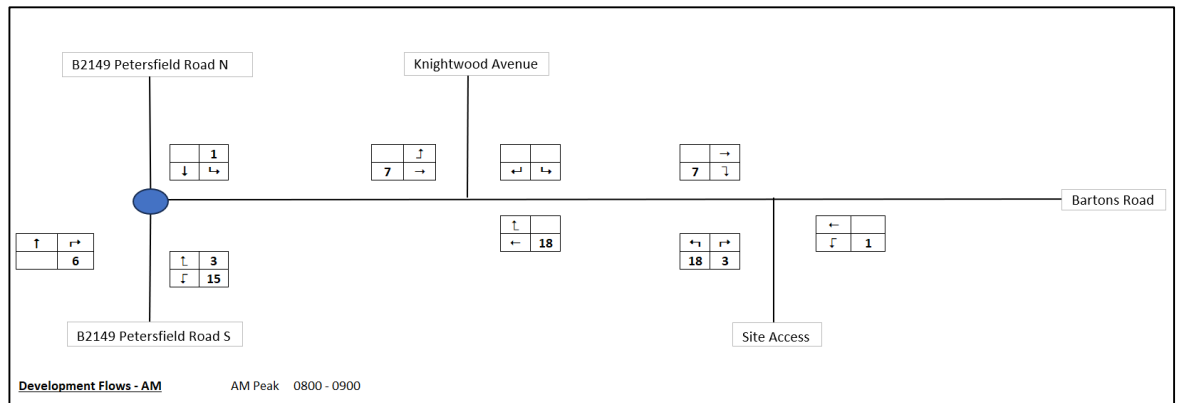
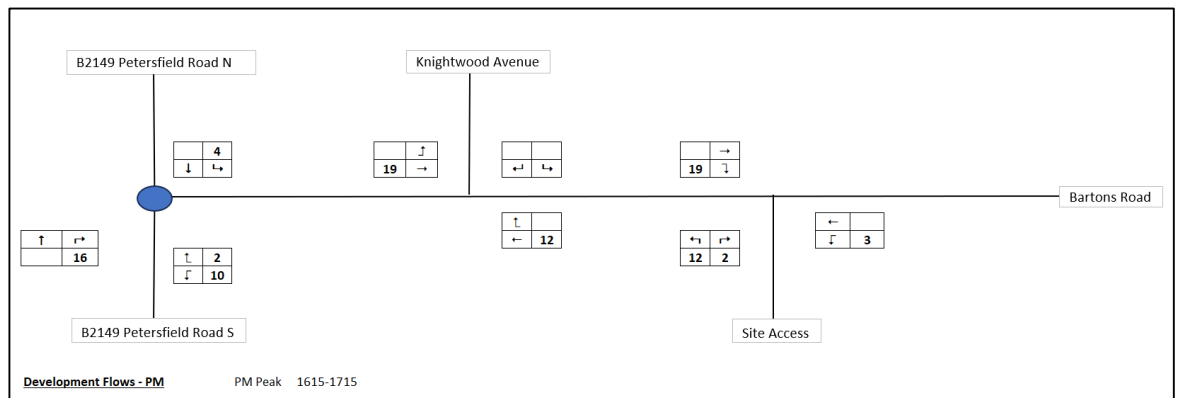


Figure 5.2: PM Vehicle Trips



5.3 Existing Traffic Flows

- 5.3.1 Existing traffic flows were obtained from a turning count and queues survey undertaken on June 23, 2025. The survey location included B2149 Petersfield Road/Bartons Road junction and Bartons Road/Knightwood Avenue junction. The survey was conducted for 3 hours in each peak (0700 – 1000 in the AM and 1600 – 1900 in the PM).
- 5.3.2 The turning count survey was carried forward to establish a forecast baseline applying background growth and adding on the committed developments as recommended by HCC in the pre-application response.

5.4 Background Growth

5.4.1 The 2025 observed flows were factored to the assessment year of 2030 using the Trip End Model Presentation Program (TEMPro) database, using the 'Minor Road' category and a location of Havant MSOA 009. TEMPro is a forecasting tool developed by the Department for Transport. It provides data on future growth in planning variables such as population, employment, households, and car ownership, as well as trip ends by purpose and mode at various geographic levels. The 2030 future year assessment is chosen because five-year future assessment typically reflects the period by which a development is expected to be built out and fully operational. The factors used are listed below.

- AM Peak: 1.0436
- PM Peak: 1.0439

5.5 Committed Development

5.5.1 Hampshire County Council (HCC) in their pre-application response suggested to consider the below developments as committed:

- Campfield,
- Land West of the Crematorium,
- Colt International,
- Land South Bartons Road,
- 32 New Lane,
- Southleigh Park House,
- Downley Road, and
- Havant Thicket.

5.5.2 The listed committed developments are detailed individually below.

Campfield – 53322/007

5.5.3 This is a development of 61 dwellings, with associated private and communal amenity space, garages, parking, internal roads, pathways, sustainable urban drainage, landscaping and associated works.

5.5.4 The Transport Statement (TS) (ref: 0093), prepared by Badingham Limited, was obtained from the planning portal and reviewed. The TS did not specify any development traffic within the study areas. Therefore, the development flows have not been considered further.

Land West of the Crematorium – APP/19/00007

- 5.5.5 This was an outline application for access with all other matters reserved, for up to 72 new homes plus associated green infrastructure including a community orchard.
- 5.5.6 The TA (ref: 17-055-002) prepared by Charles and Associates (C&A) was obtained from the planning portal and the development flows obtained from the TA are represented in **Figure 5.1**.

Colt International - APP/18/00244

- 5.5.7 This was an outline application with all matters reserved. It refers to a mixed-use development comprising up to 100 new homes, including up to 40% affordable, 2860 sqm of employment floorspace and improved access onto New Lane and Martin Road. Due to the progress of the construction of this development, the residential phase is now occupied and therefore the trips associated with the residential part of the development are considered to be part of the observed flows.
- 5.5.8 As such, only the trips associated with the employment phase of the development have been considered. The TA (ref: A090070-182) prepared by WYG Transport was obtained from the planning portal. The employment development flows obtained from the TA are represented in **Figure 5.2**.

Land South Bartons Road – APP/15/01435

- 5.5.9 This involves an outline application for a residential development of 175 dwellings with associated infrastructure. As this development has already been occupied, the associated trips are included within the observed flows. As such, this development flows have not been considered further to avoid duplication of trips.

32 New Lane – APP/21/00200

- 5.5.10 Planning permission was sought for the demolition of the existing buildings and the redevelopment of the site comprising the erection of distribution warehouses (class B8) with ancillary offices and related facilities, a vehicle storage deck, a new access, landscaping and associated infrastructure.
- 5.5.11 The TA prepared by Vectos was obtained from the planning portal and reviewed. Paragraph 5.23 of the Vectos TA mentions that *“Whilst the existing site usage does demonstrate an uplift in movements it must be emphasised that the development site will generate significantly less vehicle movements than the permitted maximum use of the site. The impact of the additional vehicles on the local road network is therefore considered to be immaterial”*. Therefore, this development has not been considered any further.

Southleigh Park House – APP/17/00863

- 5.5.12 This refers to a full application for change of use, alterations to and extension of existing buildings to 20 Residential units, (13 dwellings in the main house and 7 in other Listed Buildings) with associated landscaping, parking and amenity space.
- 5.5.13 The TA (ref: 160720-01D) prepared by Ardent was obtained from the planning portal and reviewed. Paragraph 4.12 of the Ardent TA mentions that *“In terms of vehicle trips, the above analysis indicates that there is a potential reduction of up to around 100 two-way vehicle trips during the weekday peak hours. As a result, it can be concluded that the development traffic flows will have a beneficial impact on the operation of the local road network at peak times compared to the potential with the offices fully occupied”*. Therefore, this development has not been considered any further.

Downley Road – APP/24/00606

- 5.5.14 This application refers to the demolition of existing buildings and the redevelopment of the industrial site comprising of a single industrial building, split into three units having a flexible set of mixed industrial uses. This includes use classes E(g) (iii), B2 and B8 along with ancillary offices, car parking, yard areas, soft landscaping and associated infrastructure.
- 5.5.15 The TA prepared by SLR was obtained from the planning portal and reviewed. Paragraph 6.6 of the SLR TA states that *“the proposed development would result in a reduction in the trip generation of the site when compared to the existing situation. On this basis, the proposed development would not affect or have an adverse traffic impact on the operation of the highway network in the vicinity of the site”*. As such, this development has not been considered any further.

Havant Thicket – APP/20/00990

- 5.5.16 This application obtained full planning permission for the development of a reservoir for raw water storage, a pumped storage reservoir, with the minimum required total storage capacity of 8,700 million litres (ML), to support the planned bulk supply transfer of at least 21ML/d in extreme (currently defined as 1:200 year) drought conditions; construction of an earth embankment adjacent to Staunton Country Park; construction of an overflow discharge/spillway at the south-western side of the reservoir and associated works; construction of a new junction on the B2149 Manor Lodge Road and a new junction on Swanmore Road.

5.5.17 The TA prepared by Atkins (ref: HTR-ATK-XX-XX-RP-Z-0043) was obtained from the planning portal and reviewed. The trip distribution in the Atkins TA shows that 3% of the traffic would head east along B2149 towards the existing dumbbell configuration roundabouts at B2149/Redhill Road/Durrants Road. However, the TA does not specify what percentage of the 3% would head south along B2149 to reach Petersfield Road. Therefore, for robustness, all 3% of the developed trips have been considered to head south. The flows are presented in **Figure 5.3**.

5.6 Forecast Scenarios

5.6.1 As recommended in the pre-application response from HCC, junction assessments have been undertaken for the following three scenarios:

- 2025 Observed
- 2030 Do Minimum
- 2030 Do Something

5.6.2 The 2025 observed traffic flows as surveyed during the turning count and queues survey. The observed flows are presented in **Figure 5.4**.

5.6.3 The 2030 Do Minimum scenario has been developed by applying background traffic growth to the 2025 observed flows and incorporating the committed developments as outlined above. The 2030 Do Minimum flows are presented in **Figure 5.5**.

5.6.4 The 2030 Do Something scenario has been derived by adding the development flows to the 2030 Do Minimum scenario. The 2030 Do Something flows are presented in **Figure 5.6**.

5.7 Capacity Assessment

5.7.1 The capacity assessments have been undertaken using industry standard computer programs. The priority junctions have been modelled using the PICADY module in the Junctions 11 software developed by Transport Research Laboratory (TRL). The signalised junctions have been modelled using JCT Consultancy's LinSig v3 program.

5.7.2 The PICADY results are expressed in terms of the predicted Ratio of Flow to Capacity (RFC) for each arm of the junction. The RFC of a junction is one of the main factors influencing delays and queues and is the primary measure of an arm's performance. An RFC below 0.85 indicates stable performance and adequate capacity; between 0.85 and 0.99 indicates potentially unstable performance as the junction approaches capacity; and an RFC above 1 indicates that the junction has exceeded capacity.

- 5.7.3 LinSig output expresses the results in terms of Degree of Saturation (DoS). Similar to RFC, DoS is also defined as the ratio of Flow to Capacity for the lane however is expressed as a percentage. A DoS of 90% typically represents the limit of stable operation for a signalised junction, while the generally accepted threshold is 85%.
- 5.7.4 The following section summarises the capacity assessment outputs at each junction for the 2030 Do Minimum and Do Something scenarios. The full output reports are provided in **Appendix I**.

Bartons Road Site Access

- 5.7.5 The proposed site access junction has been modelled in PICADY, and the assessment results are presented in **Table 5.6**. This junction will come forward along with the proposed development therefore it has only been modelled for the 'Do Something' scenario.

Table 5.6: Bartons Road/Site Access Junction Capacity Assessment

	2030 AM Do Something			2030 PM Do Something		
Arm	Queue (PCU)	Delay (s)	RFC	Queue	Delay	RFC
Site Access	0	9.05	0.05	0	9.81	0.04
Bartons Road	0	3.93	0.03	0	4.19	0.08

- 5.7.6 Based on above, the proposed site access will operate well within capacity, with maximum RFC's of 0.07 in AM peak and 0.05 in PM peak and negligible delays or queues.
- 5.7.7 As previously noted, a planning application was submitted for 175 apartments at the site. As part of this application, a bell mouth junction with a right-turn lane was proposed. HCC in their pre-application response, requested an assessment of the site access junction to determine whether a right-turn lane would still be necessary for the proposed development. Accordingly, a capacity assessment of the site access junction was undertaken. **Table 5.7** below summarises the results of the assessment, which considered the provision of a right-turn lane.
- 5.7.8 The assessment indicates that a right-turn lane is not required, as the junction is forecast to operate well within capacity without one. The capacity assessments undertaken show that, even without the right-turn lane (**Table 5.6**), queues would be negligible and there would be minimal blocking of straight-ahead movements on Bartons Road.

Table 5.7: Bartons Road/Site Access Junction Capacity Assessment – With Right Turn Lane

Arm	2030 AM Do Something			2030 PM Do Something		
	Queue (PCU)	Delay (s)	RFC	Queue	Delay	RFC
Site Access	0	9.05	0.05	0	9.81	0.04
Bartons Road	0	6.89	0.01	0	7.67	0.04

Petersfield Road/Bartons Road Junction

- 5.7.9 This is three-arm signalised junction to the west of the site access with Bartons Road and B2149 Petersfield Road, north and south respectively.
- 5.7.10 This has been modelled in LinSig for three scenarios: 2025 Observed, 2030 Do Minimum and 2030 Do Something. The results from the 2025 Observed scenario is summarised in **Table 5.8** below.

Table 5.8: Petersfield Road/Bartons Road Capacity Assessment – Observed Flows

Arm	2025 AM Observed		2025 PM Observed	
	DoS (%)	Queue (pcu)	DoS (%)	Queue (pcu)
Petersfield Road N	73.1%	11	80.4%	10
Bartons Road	71.8%	8	81.0%	9
Petersfield Road S	72.3%	10	82.8%	13

- 5.7.11 Under the observed flows, the junction operates well within capacity with a maximum DoS of 73% in AM Peak and a queue of 11 pcu. Similarly, in PM peak the maximum DoS is 82.8% with corresponding queue of 13pcu.
- 5.7.12 The queue results under observed flows were compared with the observed queues (**Table 5.9**). The modelled queues were found to be comparable and within the daily variation of traffic. Therefore, the base model is considered valid and fit for purpose.

Table 5.9: Observed Vs Modelled Queues

Arm	Observed Queues (pcu)	Modelled Queue (pcu)
AM Peak		
Petersfield Road N	13	11
Bartons Road	8	8
Petersfield Road S	11	10

Arm	Observed Queues (pcu)	Modelled Queue (pcu)
PM Peak		
Petersfield Road N	9	12
Bartons Road	10	9
Petersfield Road S	12	11

5.7.13 The model was subsequently assessed using the 2030 Do Minimum scenario. The result is summarised in **Table 5.10** below.

Table 5.10: Petersfield Rd/Bartons Rd Capacity Assessment – 2030 Do Minimum

Arm	AM Peak		PM Peak	
	DoS (%)	Queue (pcu)	DoS (%)	Queue (pcu)
Petersfield Road N	78.3%	12	89.4%	12
Bartons Road	78.2%	9	87.8%	11
Petersfield Road S	78.4%	11	88.3%	15

5.7.14 For the 2030 Do Minimum scenario, the junction will continue operates within capacity with a maximum DoS of 78.4% in AM Peak and a queue of 11 pcu. Similarly, in PM peak maximum DoS is 89.4% and a maximum queue of 15pcu.

5.7.15 As previously mentioned, the proposed development would improve the pedestrian movement at the junction incorporating the pedestrian crossing within the signal phases. The LinSig model has therefore been updated to reflect this upgrade. The results from the assessment are summarised in **Table 5.11** below.

Table 5.11: Petersfield Rd/Bartons Rd Capacity Assessment – 2030 Do Something

Arm	AM Peak		PM Peak	
	DoS (%)	Queue (pcu)	DoS (%)	Queue (pcu)
Petersfield Road N	78.4%	12	90.2%	12
Bartons Road	80.7%	10	89.0%	12
Petersfield Road S	79.6%	11	91.1%	16

5.7.16 For the 2030 Do Something scenario, the junction will continue to operate within capacity with a maximum DoS of 80.7% in AM Peak and a maximum queue of 12 pcu. Similarly, in PM peak the maximum DoS is 91.1% and the maximum queue is 16pcu.

- 5.7.17 A comparison between the 2030 Do Minimum results and the 2030 Do Something results indicates that the proposed development would result in an increase in the maximum DoS by 2.5% in the AM peak (from 78.2% to 80.7% at Bartons Road) and 1.2% in the PM peak (from 87.8% to 89.0%). As such, the impact is not considered material, with the junction continuing to operate within capacity and within the bounds of normal daily variation. Furthermore, this incorporates improved pedestrian and cyclist crossing facilities at the junction which are intended to encourage increased trips by active modes, helping to offset the very minor worsening in the operation of the junction for traffic.

6 Summary and Conclusions

- 6.1.1 This Transport Assessment report has been prepared in accordance with the current policy set out in the National Planning Policy Framework (NPPF) (2025) and the relevant regional and local policies set out by Hampshire County Council (HCC). The proposed development complies with the requirements of the transport related policy documents referred to in this report.
- 6.1.2 The development site provides safe and suitable access to the existing network by both vehicular and non-vehicular modes of transport. Following a vision-led approach, the development proposals bring forward a range of measures and sustainable travel improvements to reduce the need to travel and encourage the use of sustainable travel modes.
- 6.1.3 The residual transport impacts of the development have been considered comprehensively across the wider network, in accordance with the principles of sustainable travel as set out in NPPF. The additional traffic demand arising from the proposed development results in a minimal and non-severe residual impact on the surrounding highway network.
- 6.1.4 Given the above, it is concluded that there are no sound reasons for refusal of the proposed development on highways and transportation grounds.