



Technical Note

Bartons Road, Havant

24-097-006 Rev A

Transport Assessment Addendum

December 2025

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft	DA	CG	SW	SW	04/12/2025
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1 Introduction

- 1.1.1 Charles and Associates Consulting Engineers Ltd (C&A) have prepared this Transport Addendum (TAA) on behalf of Stonebond Properties (Guildford) Ltd in relation to a full planning application comprising 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 development of the site is subject to an ongoing planning application¹ for which C&A provided a Transport Assessment (TA)².
- 1.1.3 The application was submitted in August 2025 and subsequently an initial consultation response was provided by Hampshire County Council (HCC), as the local highway authority, dated 28th October 2025. The HCC consultation response is included in **Appendix A** for reference.
- 1.1.4 This note is intended to provide a response from the applicant to the technical matters and queries raised by HCC in their consultation letter outlined above.

¹ [APP/25/00639](#)

² Ref: 24-097-003 Rev A Transport Assessment (Part 1 – 5).

2 HCC Highways Comments

2.1 Sustainable Access

Walking and Cycling

HCC Comment:

Sustrans however have a clear improvement plan for the NCN route along Petersfield Road which includes the provision of LTN1/20 compliant sparrow crossing provision on the Bartons Road arm of the Petersfield Road signal junction which required the holding of the left turn traffic into the junction.

Improvements have been proposed by the applicant on drawing 24-097/012 Rev A at this junction to facilitate walking and cycling however this doesn't align with the Sustrans vision and previously agreed scope of improvements under application APP/20/00658. The Highway Authority consider that the application should revert to the previously agreed scope of improvements at the junction for facilitating pedestrians and cyclists across Bartons Road.

Response:

- 2.1.2 The proposed arrangement at the Petersfield Road / Bartons Road junction has been reviewed alongside the revised site access arrangement as shown in **Drawing 24-097-016** included in **Appendix B**. The revised scheme includes the provision of an LTN 1/20 compliant sparrow crossing over the Bartons Road arm to align with the Sustrans vision and the scheme previously agreed with HCC.

HCC Comment:

Shared use provision has been proposed from the site access to Petersfield Road which is welcomed however audit items have been raised about these works and the crossing provision on Petersfield Road which needs to be addressed.

Response:

- 2.1.3 Further to the revised arrangement at the Petersfield Road / Bartons Road junction the proposed shared footway / cycleway between the junction and the site access has been retained. The proposed improvement does not encroach any closer to the trees than the existing footway provision, is consistent with the approved scheme submitted under application APP/20/00658 and is anticipated to employ appropriate and considerate construction methods to minimise impacts on the trees and ongoing vegetation clearance, which can be conditioned as appropriate.

HCC Comment:

No shared use or requirement for shared use provision has been identified between the site access and Martins Road despite pre-application advice setting out the expectations for this site to deliver the missing link along the Bartons Road corridor. The requirement is also within the emerging Local Plan allocation for the site. This provides onward cycle access to Prospect Lane for access to Havant Academy as well as to New Lane (employment area and onward connections to Havant Town) and Havant Garden Centre which includes a local convenience store provision. The Highway Authority have secured continuous shared use provision along the corridor and the final missing link from Petersfield Road to Martin Road is considered necessary for this development to provide in order to support the wider redevelopment of the Bartons Road corridor and the change of use to the route from industrial to residential.

Response:

- 2.1.4 A scheme to provide the missing link for cyclists along the Bartons Road corridor is now proposed as part of this application in the form of a 3m wide shared footway /cycleway. The proposed shared facility involves the widening of the existing footway on the southern side of Bartons Road between the site access and Martin Road, as shown in **Drawing 24-097-017** contained in **Appendix B**.
- 2.1.5 The proposed scheme, alongside the improved shared footway / cycleway proposals between the site access and Petersfield Road to the west, provides continuous facilities for cyclists along Bartons Road for approximately 1.4km and connect into National Cycle Route 22 which runs along the eastern side of Petersfield Road.

HCC Comment:

The WCHAR has been provided however the review has only been undertaken from a desktop assessment. This is not considered appropriate and a WCHAR requires a site visit to be undertaken by the WCHAR assessment team. Deficits to the infrastructure and the existing condition along with consideration of any health streets parameters cannot be undertaken from desk top assessments alone.

Response:

- 2.1.6 The WCHAR has been enhanced and updated following a site visit on 3 December 2025. The updated WCHAR is included in **Appendix C**.

Buses

HCC Comment:

The nearest bus stop provision is on Martins Road near Douglas Gardens. This is referenced as being 150m from the site however this is dependent on a link being created to the highway from the south of the site which should be secured. Clarity is required on the deliverability of this link which is referenced to be reliant on 3rd party land. In the absence of this link the walking distance to the nearest bus provision considerably increases to 600-750m. Bus service 20 runs every 20 minutes from Portsmouth to Havant.

There is also route 19 running on Bartons Road every hour which can be accessed at Forestside Avenue. Whilst not reliant on the Martins Road access and within a shorter walking distance, the frequency of this service makes the use of this route less attractive.

Proposals are presented to improve the eastbound bus stop on Martin Road to provide a shelter and seating area as well as bus cage road markings. There would be sufficient highway land to provide such infrastructure, and the improvement is welcomed, however would only be beneficial to users of the site with the above connection secured.

Response:

- 2.1.7 Portsmouth City Council (PCC) own a strip of land in between the south side of the site and the highway boundary along Martin Road. The Applicant is in the process of securing access rights from PCC to enable the existing path connection to be retained and accessed by residents and visitors to/from the site. This secures appropriate access to the nearest and improved bus stops on Martin Road.

2.2 Site Access

HCC Comment:

The football club access remains in its current position, and this is not considered to be appropriate. Reference in the pre-application advice was for the football club to be relocated further south, however no details were provided. The application proposals place the vehicle cross-over arrangements into the football club within 10m of the proposed bellmouth junction and conflict with the proposed crossing point. Visibility splays cannot be achieved appropriately for the access, and the operational interactions are not acceptable.

Response:

- 2.2.1 The comment regarding the location of football access is acknowledged and accordingly the site access arrangement has been updated. The revised site access arrangement is presented in **Drawing 24-097-016** included in **Appendix B**.
- 2.2.2 The access to the football club is now located further south along the application site access road. The relocation has been agreed with the football club and will be provided in the form of a crossover giving access to the player and staff car park to the rear of the stadium. It is understood from the football club that the access is used infrequently by players and club directors on matchdays. An appropriate surface treatment, such as raised block will delineate the site boundary and also prevent any material encroaching into the site from the car park.
- 2.2.3 Furthermore, the site access junction has been revised to accommodate a ghost island right turn lanes from Bartons Road into the site and Knightwood Avenue opposite. This would allow right-turning vehicles to wait without blocking the ahead movements on Barton Road.
- 2.2.4 The proposed site access arrangement closely aligns to the proposals agreed with HCC under application APP/20/00658. Junction visibility splays, in accordance with TG3, are shown as being achieved for the posted speed limit of 30mph, which is considered appropriate given the proximity of the signalised junction 100m to the west. No speed surveys have been undertaken, however, as the proposal closely mirrors a previously approved scheme submitted within application reference APP/25/00639, an additional visibility play of 2.m x 49m, equating to 34mph, has been demonstrated as achievable to the east.

2.3 Stage One Road Safety Audit (RSA1)

HCC Comment:

A stage 1 road safety audit has been undertaken for the site access and works to Bartons Road/Petersfield Road. A stage 1 road safety audit should also be provided for the internal road network given that this is a full application.

The safety audit raised a number of issues which have also been raised as a concern by the Highway Authority within this response. This includes:

- 1. The proximity of the football club access to the proposed bellmouth junction.*
- 2. The construction make up of the football club access*
- 3. Risk of conflict in upgrading the northern arm of Petersfield Road to a toucan crossing in the absence of cycle infrastructure on the western side of Petersfield Road.*
- 4. Risk of undermining the existing established trees on Bartons Road in achieving the footway widening*
- 5. Risk of low hanging branches on the southern side of Bartons Road creating a potential hazard to cyclists*

Response:

- 2.3.1 Given the significant changes to the proposed site access and Petersfield Rd / Bartons Rd junction arrangements, in addition to additional off-site highway works comprising footway/cycleway improvements along Bartons Road, a new Stage 1 Road Safety Audit (RSA) has been commissioned. This will include the internal site layout as requested by HCC. The RSA report and designer's response will be provided to supplement this TAA when available.
- 2.3.2 Notwithstanding the above, the outstanding items have been addressed where still applicable. Item 1 is no longer applicable, and it is agreed that Item 2 can be dealt with at detailed design stage. The toucan crossing on Petersfield Rd identified in Item 3 has been removed from the proposals.
- 2.3.3 Items 4 and 5 are addressed in para 2.1.3 above and can be secured by condition.

2.4 Internal Road Layout

HCC Comment:

2.4.1 A number of comments were raised with respect to the internal road layout. Further to these comments and those from others relating to the site layout, the proposed scheme has been changed significantly to address these.

2.4.2 The key concerns from the highway authority related to the following:

- Layout dominated by car parking
- Poor permeability for pedestrians and cyclists
- Visibility requirements
- Conflicts with refuse and fire appliance vehicles
- Refuse collection carry distances exceeding recommended thresholds

Response:

2.4.3 The internal site layout has been comprehensively changed taking into consideration the consultation responses from HCC Highways and other relevant stakeholders. The revised site layout is provided in **Appendix D** for reference.

2.4.4 The revised layout comprises a changed road configuration incorporating a secondary road running north-south between the site access in the north and the pedestrian / cycle access to Martin Road to the south. A central tertiary road connects approximately midway along secondary road and feeds other tertiary roads from this as well as a shared pedestrian/cycle access to/from the active travel facilities on Petersfield Road at its western end.

2.4.5 It is considered that the revised layout represents a much-improved configuration with respect to ped/cycle permeability and reducing the dominance of car parking. A plan (dwg ref: 24-097-007) showing a review of the highway geometry and visibility provision is provided in **Appendix E**.

2.4.6 The visibility splays shown on the plan are fully in accordance with the requirements of TG3. The one exception to this is junction visibility to east from the tertiary side road between plots 35 and 36, which is slightly obscured by plot 36. The maximum achievable visibility here is currently 13m which equates to a design speed of circa 11-12mph. It is considered that there are two options to overcome this issue, which could be secured planning condition, as follows:

- Provide a raised table feature to reduce vehicle speeds to a design speed of 11mph. Westbound vehicle speeds are anticipated to be low at this location given they would either be going straight ahead to a short (less than 20m) access road to circa 5 plots and 8 parking spaces or turning left into the side road.

- Alternatively, the row of terraced dwellings (plots 36-39) could be shifted southwards by circa 400mm to achieve the required visibility for a 15mph design speed.

- 2.4.7 In terms of servicing, the layout has been comprehensively checked in terms of refuse collection carry distances and fire appliance access. The layout is considered to be fully in accordance with relevant guidance and Approved Document B (fire safety) and Approved Document H (Drainage and waste disposal). The refuse and fire strategy drawings are also provided in **Appendix E** for reference.
- 2.4.8 On the refuse strategy drawing (ref: 24-097-008) it is noted that there are some minor instances of refuse vehicle body overhang of the carriageway edge, in particular around plots 35 and 36. Given the low speed environments on these tertiary streets and infrequent nature of refuse collection activity, it considered that this would not result in an unacceptable safety concern.
- 2.4.9 With respect to the drainage strategy for the site, no permeable paving is proposed within the area of the site to be adopted.

2.5 Parking Provision

HCC Comment:

Both car parking and cycle parking is proposed to be delivered in accordance with Havant Borough Councils Parking Standards. Havant Borough Council as Parking Authority should confirm this is the case. At present given the concerns with the parking layout as set out above the Highway Authority is concerned over whether the required quantum can be achieved.

Response:

- 2.5.1 The proposed development will provide a total of 176 parking spaces. This is comprised of 147 resident spaces and 30 visitor spaces (see Block Plan). The appropriateness of the proposed parking is discussed in a separate Parking Technical Note included in **Appendix F**.
- 2.5.2 Cycle parking is proposed within the curtilage of the private dwellings within gardens sheds. A lit cycle store is provided internally within the apartment block, which can hold 46 cycles with a further 18 spaces provided externally, achieving the required 64 spaces for the apartments.

2.6 Trip Generation

HCC Comment:

The daily trip rates for all modes have not been presented as requested at the pre-application stage. When assessing the quality of routes for walking and cycling consideration should have had to the overall daily trip generation forecast rather than the peak hours which are used generally for a capacity assessment. The daily trip rates should be presented for all modes.

The TRICS data utilised for the private dwellings includes at least 1 survey that was undertaken during the COVID restrictions and this should be removed. Survey locations in Scotland should also be removed. The TRICS data for the affordable dwellings is agreeable however given it does not provide a multimodal trip rate and given the quantum unless the applicant is willing to accept planning restrictions of the level and type of affordable housing, once agreed the private dwelling trip rate should be used across the site.

Response:

- 2.6.1 The comment from HCC regarding the daily trips has been acknowledged. As requested, the overall daily trip generation is presented in subsequent tables below. Furthermore, as requested by HCC, the TRICS assessment for private dwellings has been updated to exclude any survey potentially impacted by COVID-19 restrictions and survey location in Scotland, and the revised TRICS report for private dwellings is provided in **Appendix G**.
- 2.6.2 The **Table 2.1** below presents the private house peak hour and daily trips.

Table 2.1: Private Houses Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)			Daily	
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep
<i>Trip Rate - Total Vehicle</i>	0.146	0.332	0.478	0.297	0.142	0.439	2.067	2.069
<i>Trip Rate - Cyclists</i>	0.002	0.011	0.013	0.008	0.008	0.016	0.054	0.057
<i>Trip Rate - Pedestrians</i>	0.042	0.110	0.152	0.056	0.038	0.094	0.530	0.547
<i>Trip Rate - Taxi Users</i>	0.003	0.003	0.006	0.001	0.001	0.002	0.027	0.028
<i>Trip Rate - Public Transport Users</i>	0.001	0.030	0.031	0.019	0.004	0.023	0.117	0.126
Total Vehicle Trips	6	15	21	13	6	19	91	91
Total Cycle Trips	0	0	1	0	0	1	2	3
Total Pedestrians Trips	2	5	7	2	2	4	23	24
Total Taxi User Trips	0	0	0	0	0	0	1	1
Total Public Transport User Trips	0	1	1	1	0	1	5	6

- 2.6.3 The below presents the affordable house peak hour and daily trips.

Table 2.2: Affordable Houses Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)			Daily	
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep
<i>Trip Rate - Total Vehicle</i>	0.105	0.211	0.316	0.316	0.175	0.491	2.103	1.945
<i>Trip Rate - Cyclists</i>	0.002	0.011	0.013	0.008	0.008	0.016	0.054	0.057
<i>Trip Rate - Pedestrians</i>	0.042	0.110	0.152	0.056	0.038	0.094	0.530	0.547
<i>Trip Rate - Taxi Users</i>	0.003	0.003	0.006	0.001	0.001	0.002	0.027	0.028
<i>Trip Rate - Public Transport Users</i>	0.001	0.030	0.031	0.019	0.004	0.023	0.117	0.126
Total Vehicle Trips	1	3	4	4	2	7	29	27
Total Cycle Trips	0	0	0	0	0	0	1	1
Total Pedestrians Trips	1	2	2	1	1	1	7	8
Total Taxi User Trips	0	0	0	0	0	0	0	0
Total Public Transport User Trips	0	0	0	0	0	0	2	2

2.6.4 The table below presents the affordable flats peak hour and daily trips.

Table 2.3: Affordable Flats Trip Rate and Trip Generation

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)			Daily	
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep
<i>Trip Rate - Total Vehicle</i>	0.030	0.129	0.159	0.178	0.158	0.336	1.495	1.576
<i>Trip Rate - Cyclists</i>	0.000	0.030	0.030	0.000	0.000	0.000	0.090	0.110
<i>Trip Rate - Pedestrians</i>	0.059	0.188	0.247	0.079	0.059	0.138	1.030	1.148
<i>Trip Rate - Taxi Users</i>	0.003	0.003	0.006	0.001	0.001	0.002	0.027	0.028
<i>Trip Rate - Public Transport Users</i>	0.000	0.089	0.089	0.040	0.000	0.040	0.190	0.179
Total Vehicle Trips	1	4	5	6	5	11	48	50
Total Cycle Trips	0	1	1	0	0	0	3	4
Total Pedestrians Trips	2	6	8	3	2	4	33	37
Total Taxi User Trips	0	0	0	0	0	0	1	1
Total Public Transport User Trips	0	3	3	1	0	1	6	6

2.6.5 The table below summarises the trips presented above and presents the summary of overall development peak hour trips and daily trips.

Table 2.4: Overall Development Multimodal Trips

	AM Peak Hour (0800 – 0900)			PM Peak Hour (1700 – 1800)			Daily	
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep
Total Vehicle Trips	9	22	31	23	14	37	168	169
Total Cycle Trips	0	2	2	0	0	1	6	7
Total Pedestrians Trips	4	12	17	6	4	10	64	68
Total Taxi User Trips	0	0	1	0	0	0	2	3
Total Public Transport User Trips	0	5	5	2	0	3	13	13

Traffic Distribution/Assignment

HCC Comment:

Distribution has been presented based on data from Havant 009 clarity was sought on the assumptions around the distribution as a result of this data given that the information has not be presented to confirm the assumed distribution and it being different from the previously consented site. Confirmation is required on the assumptions behind the distribution used. It was previously agreed that 80% would turn left and 20% right from the site access.

Response:

- 2.6.6 The vehicle trips have been distributed using Method of Travel to Work data from the 2011 Census. Although 2021 Census data is available, it was collected during the COVID-19 pandemic and is therefore not considered to provide a representative baseline of typical travel behaviour. The origin zone was defined as Havant 009 MSOA which includes the application site and trips were distributed to all MSOAs generating 5 trips or more.
- 2.6.7 The distributed vehicle trips were then assigned using the Google Maps journey-planning tool which reflects available routes on the network and typical peak period congestion. The detailed assignment calculations are provided in **Appendix H**.

Base Survey Data and Committed Development

HCC Comment:

Traffic surveys were undertaken in June 2025 covering each peak period including at the junction of Petersfield Road/Bartons Road. The survey data was utilised to form a baseline for traffic modelling with committed developments added as per the pre-application advice and TEMPRO background growth assumptions. The survey data has not been provided within the TA and should be included for assessment of the junction modelling and consideration of the junction form.

Narrative has been provided that the Campfield development did not distribute any traffic to the study area. This is not an agreed position. The impact of the site on the Bartons Road/Petersfield Road junction was assessed under the original Land West of the Crematorium application in Havant and a mitigation package secured in relation to these impacts as mentioned above, therefore the site must be included within the committed development.

The exclusion of 32 New Lane is also not agreed. The daily profile of trips differs from the consented use, and the site is not fully operational so is not accounted for within the base survey data, the trips should therefore be manually applied.

Southleigh Park has not been operational and therefore the trips are not accounted for within the base survey data and should be manually added.

Downley Road site is not operational, and trips should be manually applied.

Response:

- 2.6.8 The surveyed turning count data is included in **Appendix I** for reference.
- 2.6.9 The comment regarding the committed developments is responded to individually below.

Land West of Crematorium – APP/19/0007

- 2.6.10 This was an outline application for access, with all other matters reserved, for up to 72 new homes together with associated green infrastructure, including a community orchard. The Transport Assessment (TA) (ref: 17-055-002) prepared by Charles and Associates (C&A) was obtained from the planning portal, and the development trip generation flows were taken from the TA. However, during the site visit it was noted that the development is progressing rapidly and that more than half of the units have already been occupied. To ensure a robust approach, it is assumed that 50% of units are not yet occupied so this proportion of the trip generation has been added separately. The flows are presented in **Figure 2.1**.

Campfield Development – 53322/007

- 2.6.11 The comment from HCC regarding the inclusion of the Campfield Development within the committed development assessment has been acknowledged. Accordingly, the Transport Statement (TS) (Ref: 0093), prepared by Badingham Limited and obtained from the planning portal, has been reviewed. It is noted that the Campfield Development represents Phase 2 of the wider scheme, with the Land West of the Crematorium assessment forming Phase 1. Paragraph 5.3 of the Campfield TS refers back to the Land West of the Crematorium application (APP/19/0007) for both trip rate data and trip distribution. Table 5.1 of the Campfield TS presents the forecast trip generation for the proposed development. The assignment from Phase 1 has been applied to the Campfield trip generation figures in Table 5.1. The resulting development traffic flows have now been incorporated into the forecast scenarios to inform the junction capacity assessments and are illustrated in **Figure 2.2**.

32 New Lane – APP/21/00200

- 2.6.12 Following HCC's comment, the traffic impact section of the Vectos Transport Assessment (TA) was reviewed. Although paragraph 5.23 of the Vectos TA stated that the development's impact is considered immaterial, the traffic impact assessment nevertheless forecasted a net increase of approximately 24% at the Bartons Road/Petersfield Road junction. This equates to 11 two-way trips during the AM peak and 13 two-way trips during the PM peak. These flows have therefore been incorporated into the forecast scenarios to inform the capacity assessment and are presented in **Figure 2.3**.

Southleigh Park House – APP/17/00863

- 2.6.13 This application was for the redevelopment of existing offices to residential. Paragraph 4.12 of the Southleigh Park House TA (ref: 160720-01D) prepared by Ardent states that the development is expected to *reduce* weekday peak-hour traffic by approximately 100 two-way vehicle trips. In addition, the TA does not provide any trip distribution information. Although HCC requested that manual calculations be undertaken, in this case such an approach would not provide a robust basis for assessment, as it would rely heavily on speculative assumptions and could distort the actual traffic implications. Given the forecast reduction in trips this site has not been considered further within the assessment.

Downley Road – APP/24/00606

- 2.6.14 This application was for the redevelopment of an existing trip generating use. Chapter 6 of the Downley Road TA, prepared by SLR, compares the existing trip generation with the proposed site trip generation. Paragraph 6.6 identifies that the development would result in an overall reduction in trips compared to the current site use so similarly, this site has not been considered further within the assessment.
- 2.6.15 The total committed development trips accounted for within our assessment are shown in **Figure 2.4**.

Background Traffic Growth

HCC Comment:

TEMPro has been utilised to establish background traffic growth assumptions which generates figures of 1.0436 in the AM peak and 1.0439 in the PM peak. Confirmation is required on which growth assumption has been utilised to generate these figures before they are agreed.

Response:

- 2.6.16 As outlined in the original TA (24-097-003 Rev A), TEMPro was used to derive the background growth factors based on data from the TEMPro database. The growth assumptions are provided in **Appendix J** as a screenshot exported from the TEMPro software for reference.

2.7 Junction Assessments

Bartons Road Site Access

Modelling has been provided for the site access demonstrating the junction to operate within capacity. The applicant states they have considered the need for a right turn lane based on these capacity assessments. However, the previous requirement for the right turn lane was as a result of concerns of delays to right turning movements as a result of queues from the Bartons Road/Petersfield Road junction and whether a right turning vehicle into the site would create blocking back into the signal junction.

The flows on Bartons Road have been recorded previously as meeting the requirements of considering the need for a right turn lane. The traffic count data and AADT should be provided.

Response:

- 2.7.2 In response to HCC's comments regarding the location of the football club access, the site access has been redesigned as a bellmouth junction with a right-turn lane. The revised access has been modelled in PICADY, and a summary of the updated assessment results is presented in the table below, while the full results and associated traffic data are provided in **Appendix K**.

Table 2.5: Bartons Road/Site Access Junction Capacity Assessment

Arm	2030 AM Do Something			2030 PM Do Something		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
Site Access	0	9.23	0.06	0	10.07	0.04
Bartons Road W	0	7	0.02	0	7.80	0.05

- 2.7.3 Based on above, the proposed site access would operate well within capacity, with maximum RFCs of 0.06 in the AM peak and 0.05 in the PM peak.
- 2.7.4 For reference, the forecast AADT development flows at the site access junction for 2030 are presented in table below. To obtain the AADT Department for Transport statistics (DfT) Table TRA0307 which presents the motor vehicle traffic distribution by time of the day and day of the week on all roads. The table was then used to obtain the factor to forecast the 12-hr two-way flows to average day 24 hrs. The 12-hr two-way flow for the development was obtained from TRICS assessment.

Table 2.6: Site Access Junction - Development AADT Flows

Arm	AADT (Two-way)
Site Access	400
Bartons Road E	52
Bartons Road W	348

Petersfield Road/Bartons Road Signals

The results of this junction assessment differ from those previously agreed for consented schemes and those previously presented for this site through the previous application. Given that the junction footprint has not been agreed the modelling has not been reviewed in any detail.

In order for the Highway Authority to undertake a full review of this junction assessment work the modelling files should be shared directly with the Highway Authority. From an initial view it is apparent that the phases for the toucan have not been included in the signal timings and therefore the modelling results are not presenting a correct assessment of the junctions operation. It has previously been agreed that the pedestrian/cycle crossing demand is called every other cycle and this remains a robust assumption.

Response:

- 2.7.5 The junction arrangement is now proposed to be similar to the previously agreed layout. The existing junction has been modelled in LinSig for the 2025 Observed and 2030 Do Minimum scenarios, while the proposed junction has been modelled for the 2030 Do Something scenario. A summary of the results is presented in the tables below, with the full outputs included in **Appendix K**. The LinSig model files will be submitted separately.
- 2.7.6 The results from the 2025 Observed Scenario are presented below.

Table 2.7: Petersfield Rd/Bartons Rd Capacity Assessment – 2025 Observed Flows

Arm	AM Peak			PM Peak		
	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)
Petersfield Road N	67.6%	10	34.5	76.0%	9	48.4
Bartons Road	68.1%	8	23.7	77.1%	8	22.0
Petersfield Road S	16.8%	2	6.9	31.5%	5	11.1
Petersfield Road S (Right Turn)	67.8%	9	37.6	75.0%	12	39.0

- 2.7.7 The above results indicates that the junction operated well within capacity with a maximum DoS of 68.1% in the AM peak and a maximum queue of 10 pcu. Similarly in PM peak the maximum DoS is 76% and a maximum queue of 12 pcu.
- 2.7.8 The junction was subsequently assessed using 2030 Do Minimum scenario and the results are shown below.

Table 2.8: Petersfield Rd/Bartons Rd Capacity Assessment – 2030 Do Minimum

Arm	AM Peak			PM Peak		
	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)
Petersfield Road N	75%	11	38.6	81.1%	10	52.6
Bartons Road	73.9%	9	25	84.2%	11	26.9
Petersfield Road S	17.9%	2	7.4	33.5%	5	11.8
Petersfield Road S (Right Turn)	74.3%	11	40.7	84.4%	14	47.8

- 2.7.9 For 2030 Do Minimum scenario, the junction will operate within capacity with a maximum DoS of 75% in AM peak and queue of 11 pcu. Similarly, in the PM peak maximum DoS is 84.4% and a maximum queue of 14 pcu.
- 2.7.10 As mentioned above, the proposed development would improve the junction staging to include a dedicated stage for cyclists.
- 2.7.11 The proposed improvement introduces an additional signal phase for the Petersfield Road northbound approach, allowing the left-turn movement to operate independently from the ahead movement. This separation facilitates the incorporation of the Sparrow crossing into the overall signal configuration. For reference, the existing and proposed staging and phasing arrangement is shown in figures below.

Figure 2.1: Existing Phase and Stage Sequence Diagram

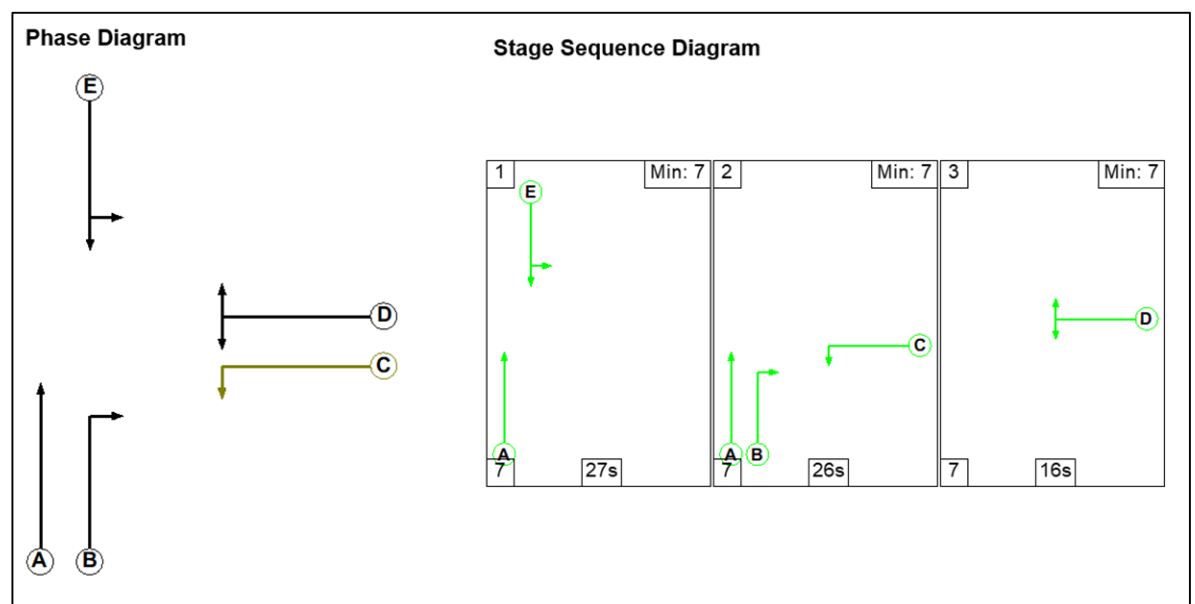
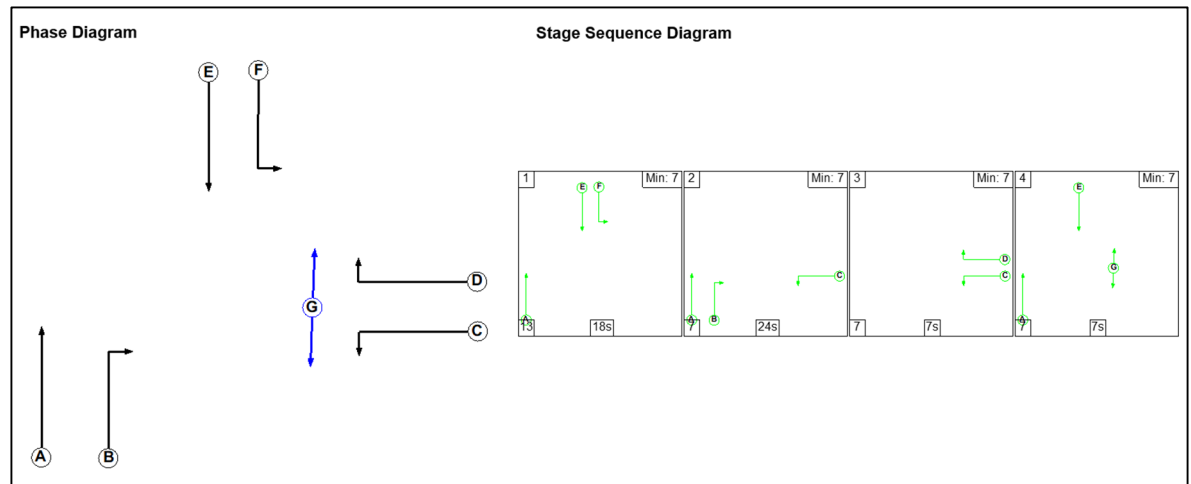


Figure 2.2: Proposed Phase and Stage Sequence Diagram



2.7.12 Accordingly, the LinSig model has been updated to reflect these proposed changes as summarised below.

Table 2.9: Petersfield Road/Bartons Road Capacity Assessment – 2030 Do Something

Arm	AM Peak			PM Peak		
	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)	DoS (%)	Queue (PCU)	Avg Delay (s/PCU)
Petersfield Road N	80.2%	12	38.8	93.7%	14	79
Bartons Road	82.1%	13	38.4	91.9%	16	44.7
Petersfield Road S	15.3%	2	3.9	28.7%	4	7.3
Petersfield Road S (Right Turn)	81.4%	12	48.3	94.1%	18	72.6

2.7.13 In the 2030 Do Something scenario, the junction will continue to operate within capacity with a maximum DoS of 82.1% in the AM peak and a maximum queue of 13 pcu. Similarly, in the PM peak the maximum DoS is 94.1% and the maximum queue is 18 pcu.

2.7.14 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 5.2% in the AM peak (from 75% to 80.2% at Petersfield Road N) and 9.7% in the PM peak (from 84.4% to 94.1% at Petersfield Road S – right turn). The maximum queue is forecast to increase by 1 PCU in the AM peak and 4 PCU in the PM peak.

- 2.7.15 All increases in delay are below 30 seconds and are not considered material, with the junction continuing to operate within capacity and remaining within the range of normal day-to-day variation. In addition, the development proposes active travel infrastructure improvements along Bartons Road, upgrades to the bus stop on Martins Road, and a direct active-travel connection from the site to Petersfield Road, providing an opportunity to support a wider modal shift.

2.8 Travel Plan

- 2.8.1 It is acknowledged that the site does not meet the require threshold for requiring a Travel Plan, however, at 90 dwellings it is close to this. Furthermore, in the current policy context of vision-led planning, the proposed development aspires to achieve the highest levels of sustainable mobility as possible. The provision of a residential Travel Plan is considered to assist in this respect through informing residents of sustainable travel opportunities and promoting their use.

2.9 Summary

- 2.9.1 Following the revisions to the assessment, committed developments, and site access junction design, the transport impacts of the proposed development have been thoroughly reassessed. The results confirm that the Petersfield Road / Bartons Road signalised junction and the revised site access are forecast to continue operating within capacity in both the AM and PM peak periods.
- 2.9.2 In addition, the development proposes sustainable and active travel improvements along Bartons Road, an active travel connection to Petersfield Road, and enhancements to the bus stop on Martins Road.
- 2.9.3 Taking these factors into account and in line with NPPF paragraph 116, the residual cumulative impacts of the development on the transport network would not be severe. Accordingly, the development should be considered acceptable on highways grounds.

Figures

B2149 Petersfield Road/Bartons Road Junction

Assumption:
50% - of the site is constructed and occupied

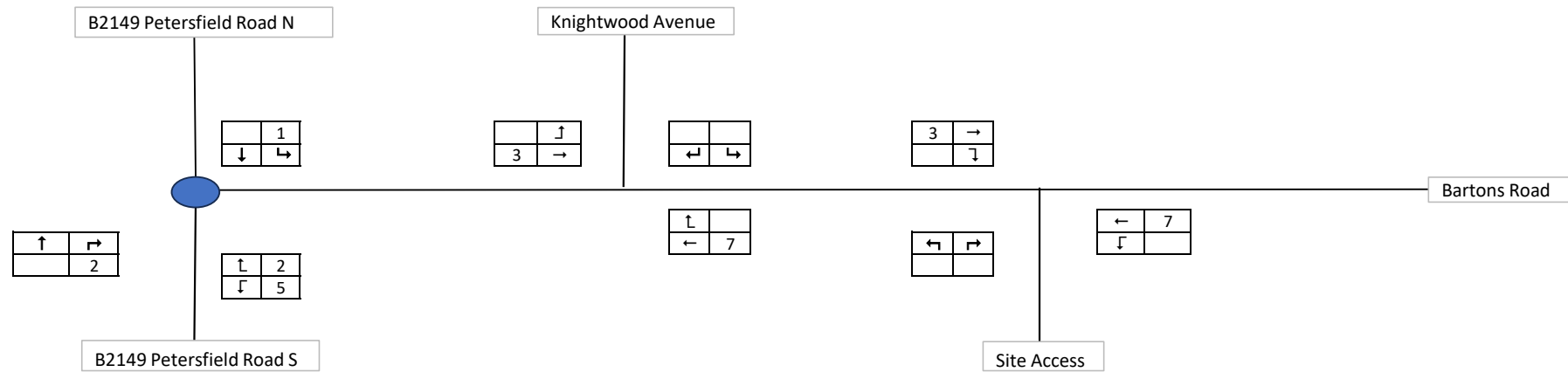


Figure 2.1: Land West of the Crematorium AM

B2149 Petersfield Road/Bartons Road Junction

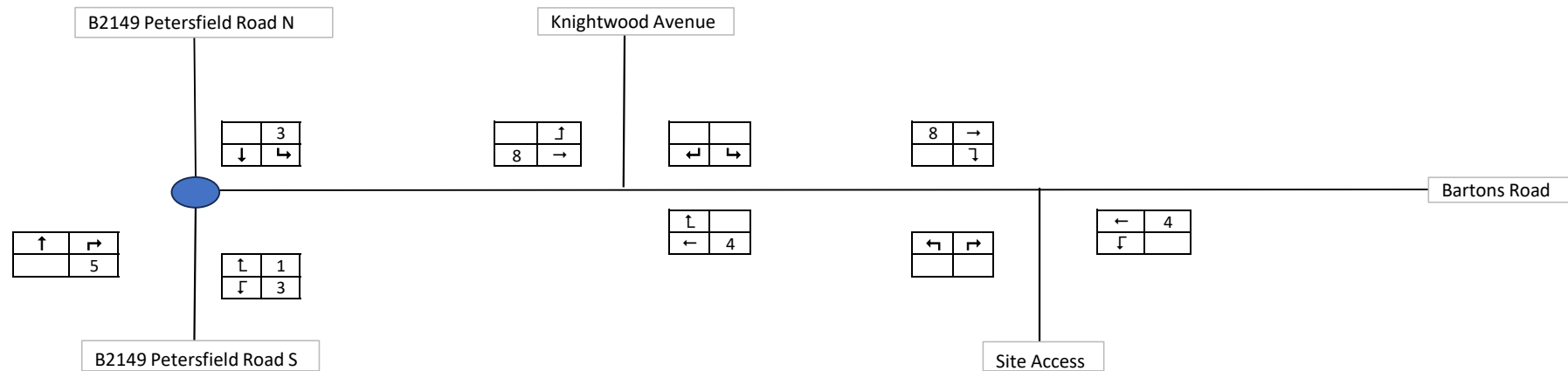


Figure 2.1: Land West of the Crematorium PM

B2149 Petersfield Road/Bartons Road Junction



Figure 2.2: Campfield Development AM

B2149 Petersfield Road/Bartons Road Junction

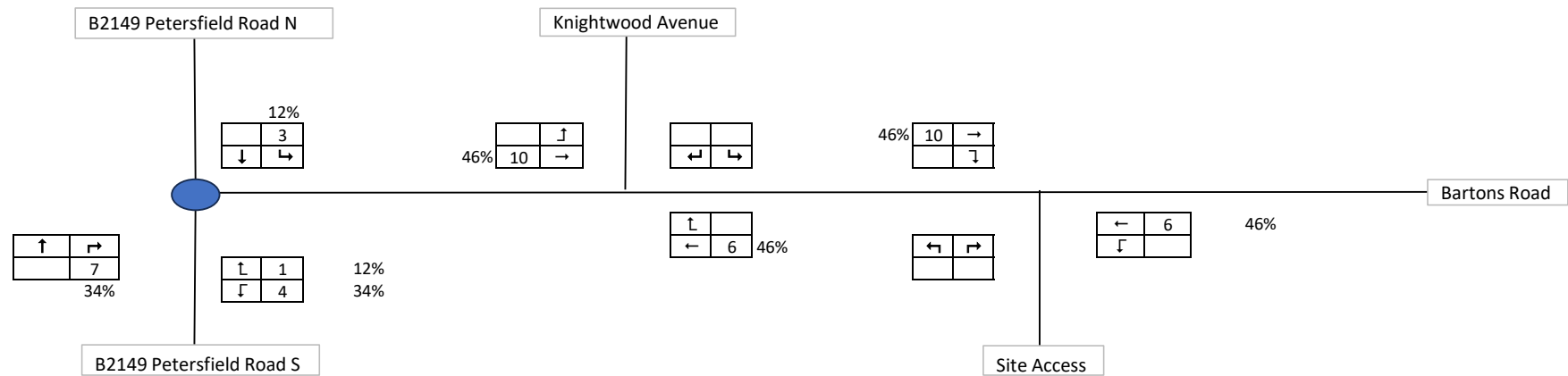


Figure 2.2: Campfield Development PM

B2149 Petersfield Road/Bartons Road Junction

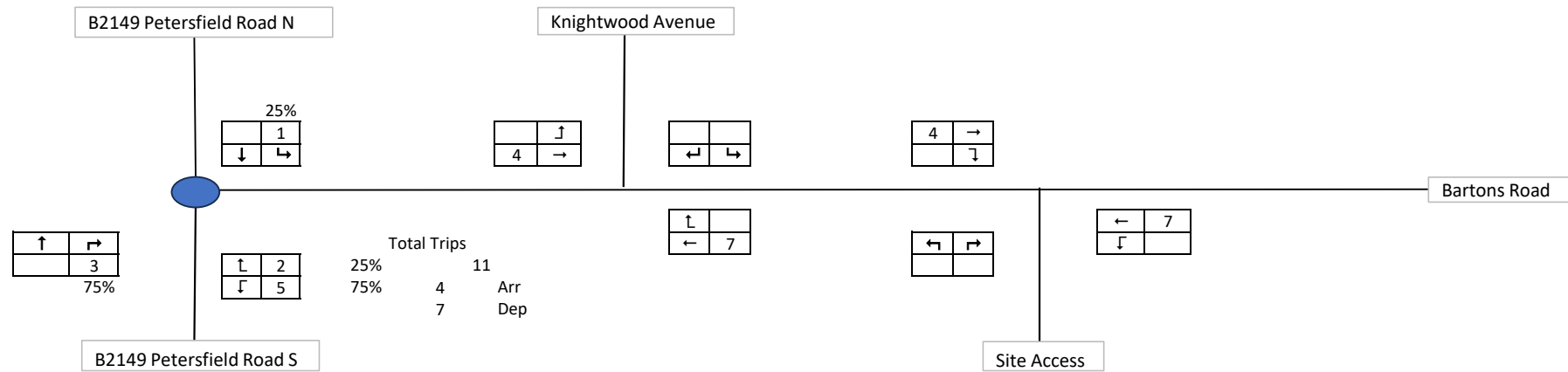


Figure 2.3: 32 New Lane AM

B2149 Petersfield Road/Bartons Road Junction

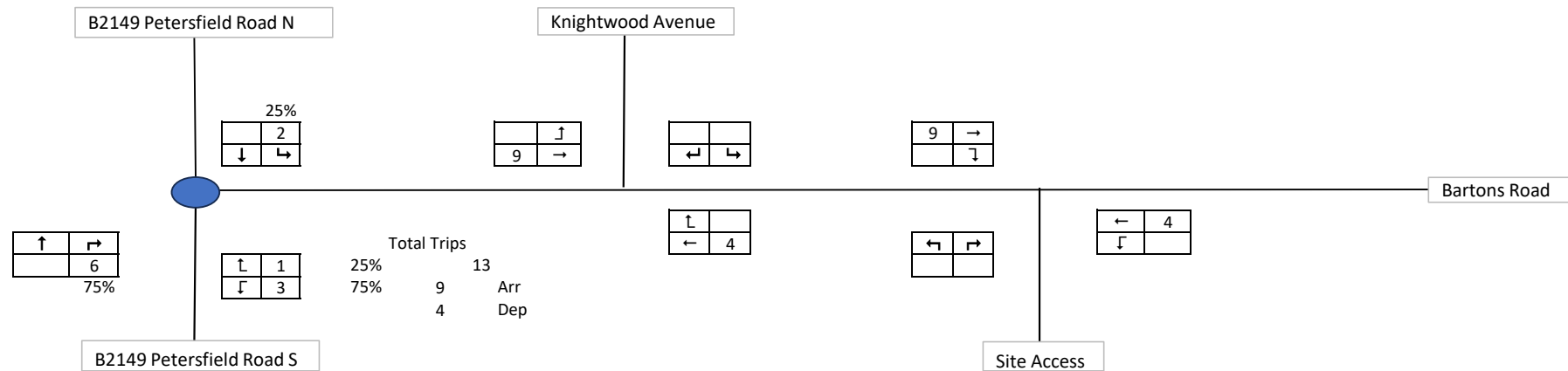


Figure 2.3: 32 New Lane PM

B2149 Petersfield Road/Bartons Road Junction

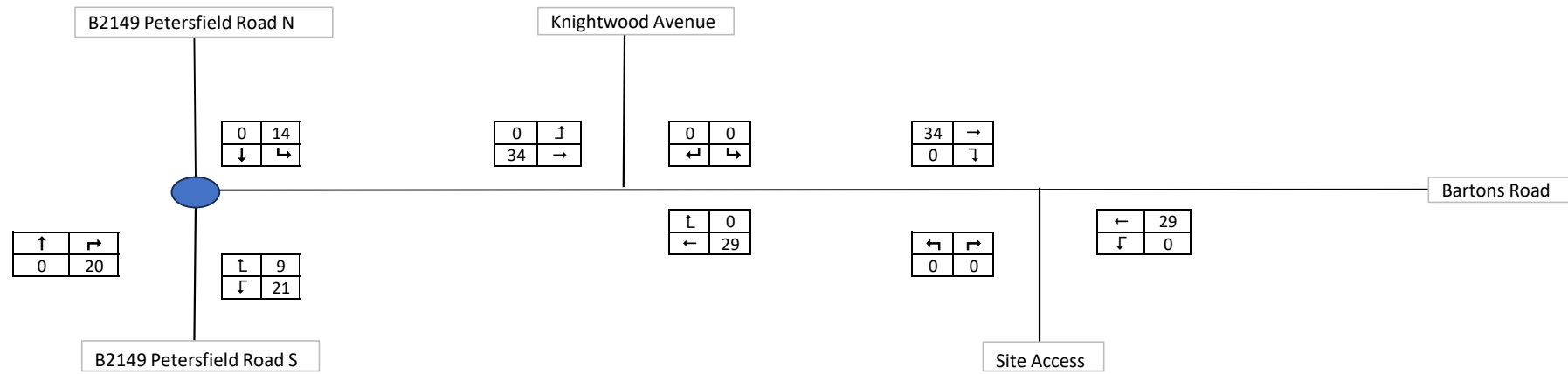


Figure 2.4: Total Committed Developments Flows - AM

B2149 Petersfield Road/Bartons Road Junction

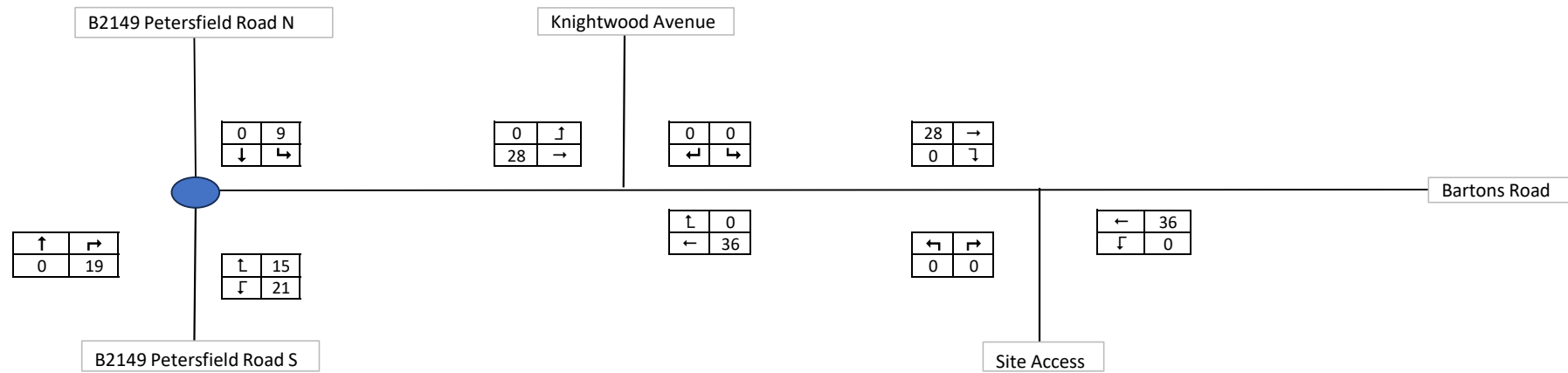


Figure 2.4: Total Committed Developments Flows - PM

Appendix A HCC Highways Correspondence

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	057873
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/25/00639
<i>Date</i>	28 October 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Mr Eaves

Dear Sirs

Re: APP/25/00639 At Proposed Development site (former Electricity Board site), Bartons Road, Havant

Erection of 90 dwellings with associated landscaping, parking and improved access.

Thank you for your consultation on the above planning application. The Highway Authority wish to make the following comments.

Policy Status

The site is allocated under the existing adopted local plan under policy L145 with an indicative capacity of 90 dwellings. The site is also in the emerging draft local plan as allocation 18 for around 90 dwellings.

The emerging Local Plan Policy sets out the following requirements for the site:

- Improve pedestrian and cycle routes across Petersfield Road to Leigh Park Town Centre
- Provide a cycle corridor on Bartons Road

The site was previously recommended for approval under application APP/20/00658 with a package of improvements works which included:

- Right turn access arrangement
- Improved LTN1/20 compliant cycle provision at the Bartons Road/Petersfield Road signals

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

- Provision of a emergency access and pedestrian/cycle link to Martin Road including provision to connect this to the existing network
- Provision of a 3m shared use path from Petersfield Road to Martin Road to connect to the wider secured cycling provision along the Bartons Road corridor, connecting the site to New Lane employment area.

These measures have not been presented within this application, and a new consideration of the site has been undertaken.

Site Location

The site is located south of Bartons Road and East of Petersfield Road on the former SSE Offices site. Martin Road bounds the south of the site.

Sustainable Access

The site has been assessed against the walking distances set out in CIHT guidance however it does not reference the ATE requirements for a good level of goods and services being within an 800m walking distance.

Notwithstanding this table 3.1 of the Transport Assessment (TA) sets out that there are a number of core facilities within the 800m walking distance for the development and the Highway Authority have previously agreed that the site is within a location that subject to access improvements would be considered to be a sustainable location.

Walking and Cycling:

It is agreed that the site does benefit from its proximity to existing footway networks and segregated cycling facilities along the NCN route on Petersfield Road.

Sustrans however have a clear improvement plan for the NCN route along Petersfield Road which includes the provision of LTN1/20 compliant sparrow crossing provision on the Bartons Road arm of the Petersfield Road signal junction which required the holding of the left turn traffic into the junction. The design details can be found on drawing 106.0019.007 Rev J of application APP/20/00658 which accord with the Sustrans proposals.

Improvements have been proposed by the applicant on drawing 24-097/012 Rev A at this junction to facilitate walking and cycling however this doesn't align with the Sustrans vision and previously agreed scope of improvements under application APP/20/00658. The Highway Authority consider that the application should revert to the previously agreed scope of improvements at the junction for facilitating pedestrians and cyclists across Bartons Road.

Shared use provision has been proposed from the site access to Petersfield Road which is welcomed however audit items have been raised about these

works and the crossing provision on Petersfield Road which needs to be addressed.

No shared use or requirement for shared use provision has been identified between the site access and Martins Road despite pre-application advice setting out the expectations for this site to deliver the missing link along the Bartons Road corridor. The requirement is also within the emerging Local Plan allocation for the site. This provides onward cycle access to Prospect Lane for access to Havant Academy as well as to New Lane (employment area and onward connections to Havant Town) and Havant Garden Centre which includes a local convenience store provision. The Highway Authority have secured continuous shared use provision along the corridor and the final missing link from Petersfield Road to Martin Road is considered necessary for this development to provide in order to support the wider redevelopment of the Bartons Road corridor and the change of use to the route from industrial to residential.

The WCHAR has been provided however the review has only been undertaken from a desktop assessment. This is not considered appropriate and a WCHAR requires a site visit to be undertaken by the WCHAR assessment team. Deficits to the infrastructure and the existing condition along with consideration of any health streets parameters cannot be undertaken from desk top assessments alone.

A peak period pedestrian and cycle count has been undertaken at the Petersfield Road/Bartons Road junction with a total of 5 cyclists in the AM peak and 19 cyclists in the PM peak. Whilst these numbers are useful to understand existing patterns of use, they do not reflect daily use and, given the phased delivery of the Bartons Road corridor works, do not reflect suppressed demand from this area and the unbuilt development.

The WCHAR identifies Martin Road as route 4 of the LCWIP. This reference doesn't align with the Highway Authority's adopted Havant LCWIP which identifies this route as a secondary cycle route for only its most western end. Whilst this does give opportunities for integration with this route, improvements are identified within the LCWIP to this corridor and specifically on Martin Road which should be recognised within the WCHAR report.

The following improvements have been identified through the WCHAR work:

- Toucan crossing on Bartons Road at the Petersfield Road signals
- Connection from the development directly onto Petersfield Road
- Provision of a direct connection to Martin Road
- Cycle facilities at the proposed access between the site and Petersfield Road
- Resident cycle parking.

No narrative of the routes has been provided beyond the NCN corridor and the routes to the destinations identified within the report have not been wholly considered. A more thorough assessments of the routes is required.

Consideration should also be given to the previous WCHAR work undertaken here which identified the following:

- Missing footway provision on Martin Road between the proposed emergency access and the B2149 segregated footway/cycleway.
- Lack of formal crossing at Knightwood Avenue
- Missing shared use path provision between Petersfield Road and the Martin Road junction
- Petersfield Road/Bartons Road junction has a lack of controlled crossing facility on the Bartons Road arm

Buses:

The nearest bus stop provision is on Martins Road near Douglas Gardens. This is referenced as being 150m from the site however this is dependent on a link being created to the highway from the south of the site which should be secured. Clarity is required on the deliverability of this link which is referenced to be reliant on 3rd party land. In the absence of this link the walking distance to the nearest bus provision considerably increases to 600-750m. Bus service 20 runs every 20 minutes from Portsmouth to Havant.

There is also route 19 running on Bartons Road every hour which can be accessed at Forestside Avenue. Whilst not reliant on the Martins Road access and within a shorter walking distance, the frequency of this service makes the use of this route less attractive.

Proposals are presented to improve the eastbound bus stop on Martin Road to provide a shelter and seating area as well as bus cage road markings. There would be sufficient highway land to provide such infrastructure and the improvement is welcomed, however would only be beneficial to users of the site with the above connection secured.

Rail:

The nearest railway station is the Havant Station location 1500m from the site and accessible on foot or by bike with local improvements to the site as set out above.

Personal Injury Accidents (PIA)

Accident data has been provided and reviewed for the period 01 October 2019 to 30 September 2024. There are 14 recorded collisions none at the site access and 3 at the Petersfield Road/Bartons Road junction including 2 shunt accidents and a series injury accident involving the loss of control of a motorcycle.

There are also a number of accidents at the Petersfield Road/Stockheath Lane signals again relating to shunts and signal related accidents. Given the quantum of development it is not anticipated that the proposals will exacerbate these issues.

Vision Led Approach

The application sets out the vision for the site for an integrated and accessible transport system for walking, cycling and public transport as well as maximising the opportunities arising from the proximity to surrounding amenities for high quality active travel facilities and access to public transport, These are agreed as sound vision principles to consider the application against.

Site Access

The site access utilises the existing point of access onto Bartons Road and formalises the access arrangement into a standard bellmouth layout. This is shown on drawing 24-097-0012. Dropped kerb and tactile paving are proposed at the new access arrangement. The existing access to the football ground is retained. Reference is also made to a dedicated access travel link being provided on the boundary of the site. Comments in relation to its location and onward connectivity within the site are made in relation to the internal layout.

The Highway Authority appreciates that the existing access has accommodated previous use. However, the intended use changes the pattern of traffic and use of the junction. No narrative has been provided on whether these changes impact the peak hour assessments.

The football club access remains in its current position and this is not considered to be appropriate. Reference in the pre-application advice was for the access to the football club to be relocated further south, however no details were provided. The application proposals place the vehicle cross-over arrangement into the football club within 10m of the proposed bellmouth junction and conflict with the proposed crossing point. Visibility splays cannot be achieved appropriately for the access and the operational interactions are not acceptable.

The applicant should also be aware when considering the design of their access that as part of a nearby development, Land to the West of Havant Crematorium, a financial contribution has been secured to the Bartons Road/Petersfield Road junction in the form of extending the left turn lane on Bartons Road to circa 28 meters in length. The location of this access needs to ensure that there is sufficient distance and no safety issues with the relationship between the existing access and proposed improvement.

Visibility splays have been provided for the signed speed limit only. The speed survey data should be provided and visibility splays shown in accordance with TG3.

The creation of a staggered junction should ideally be a right left stagger arrangement. The visibility splays for the stagger should not interfere with each other. The proximity of the two junctions to each other is a concern in terms of the visibility interaction. In addition, tracking of the stagger arrangement should be provided.

The tracking drawing for the proposed access itself shows the body of the refuse vehicle oversailing the footway on the right turn into the junction which is unacceptable. The tracking of a refuse vehicle past a car at the junction should be provided and if this is not achievable suitable intervisibility should be shown between where they are able to pass. As this manoeuvre is not possible the more frequent movement of a large car and van should be shown.

The Highway Authority is concerned around the proximity and interaction between the proposed junction, the Knightwood Avenue junction and the Bartons Road/Petersfield Road signals. At pre-application stage the applicant was made aware that the junction access arrangement for the previous application raised no objection from the Highway Authority and that these should be adopted to support any new application. Given that the access proposal differ from the previously agreed position additional work needs to be undertaken to demonstrate that the junction will operate in a safe and suitable manner.

At a minimum the junction design regardless of the outcome of the above considerations should include 'keep clear' markings or a yellow box junction marking.

The footway/cycleway arrangement within the design has been moved alongside the channel line for Bartons Road. The existing arrangement has a section of verge between the footway and the carriageway. In the provision of the amended footway/shared use path provision given the level of traffic on Bartons Road an area of verge should be maintained where possible to a minimum of 1m.

Notwithstanding that the Highway Authority consider that the footway/cycleway should be extended to Martin Road, suitable on road provision should be provided for cyclists on Bartons Road to join the shared use provision.

Stage One Road Safety Audit (RSA1)

A stage 1 road safety audit has been undertaken for the site access and works to Bartons Road/Petersfield Road. A stage 1 road safety audit should also be provided for the internal road network given that this is a full application.

The safety audit raised a number of issues which have also been raised as a concern by the Highway Authority within this response. This includes:

1. The proximity of the football club access to the proposed bellmouth junction.

2. The construction make up of the football club access
3. Risk of conflict in upgrading the northern arm of Petersfield Road to a toucan crossing in the absence of cycle infrastructure on the western side of Petersfield Road.
4. Risk of undermining the existing established trees on Bartons Road in achieving the footway widening
5. Risk of low hanging branches on the southern side of Bartons Road creating a potential hazard to cyclists

The designers response does not accept the first problem which is not an agreed or appropriate position that the Highway Authority will accept. The historic use of the access for SSE offices does not represent the same pattern of traffic and therefore conflict risks associated with a residential development. The form of the access is also changing to support residential use of the site and therefore changing two vehicle crossover arrangements into a road with priority and a vehicle crossover in conflict with the new road alignment. The Highway Authority therefore support the audit's recommendation to relocate the access.

Point 2 can be addressed at detailed design stage. However, the impact on the trees may prevent matters 4 and 5 from being addressed and therefore these matters should be suitably considered at this stage to ensure the scheme can be delivered as presented.

Point 3 is not agreed by the applicant in that there is alternative crossing provision for cyclists. It is unclear whether the subway facilitates cycle access , and this should be confirmed. It is also unclear from the WCHAR and application evidence base if there is a need to provide the proposed toucan if the connections are not needed. The response to the audit report and evidence base for the TA do not currently align and the Highway Authority seek clarity on the assessed need for the proposed upgrade to the crossing provision for cyclists within the updated WCHAR assessment. At this time the priority for the Highway Authority with regards offsite highway improvements is the shared use footway provision from Petersfield Road to Martins Road, connection to Martin Road and the sparrow crossing of Bartons Road as set out within our pre-application response and agreed previously under application APP/20/00658.

Internal Road Network

General Layout

The internal road layout is proposed to be brought forward for adoption and the extent of the proposed adoption is shown in Appendix G of the TA. The road width is 5.5m in accordance with a secondary street and the footway provision is 1.8m A 1.8m footway falls short of our adoption requirements and the footway provision should be provided at a width of 2m as set out within TG2.

Generally, the internal layout is dominated by car parking. Some of which will cause points of conflict to those utilising the road network within the site. In

particular this is a concern where parking is located in close proximity to the two bends shown below (reversing vehicles in close proximity to the bend). Given that this parking area is also bound on the western side by soft landscaping there is a risk that vehicles will overhang into the live carriageway which would not be acceptable. The details around this area will be difficult to delineate with a need for a 25mm upstand kerb throughout to facilitate parking access and there appears to be very little material difference between the spaces.



There is opportunity to create a good permeable network within the site between Bartons Road and Martin Road however this is not accounted for within the layout to reduce walking distances for the site residents to the wider network. Direct and coherent routes should be provided to connect Martin Road with Bartons Road at both the site access and the northwestern corner. Cycling is proposed to follow the carriageway route with on carriageway cycling which again does not allow for direct permeability through the site and opportunities to create more direct north/south connections should be explored.

The access to Martin Road does not connect due to 3rd Party Land constraints. This was not an issue under previous applications, and it is unclear why this cannot be achieved. Reference is made to Portsmouth City Council providing the link, but it is unclear their involvement in the application. The site cannot be dependent on a link which cannot be secured through planning. Further discussions between all parties are required on this connection point.

There is a link through the site onto Petersfield Road about halfway down the eastern edge. This however is poorly connected with a narrow path from the public open space between back garden fences, no crossing provision shown and it is unclear that this is a cycle connection to a segregated footway/cycleway on Petersfield Road. The design of this should be in accordance with LTN1/20. It is noted in the design and access statement that the primary pedestrian route

through the site is via the narrow path bound by garden fences which does not appear to be the most attractive in terms of feeling safe. On the proposed site layout, it would also appear that this area has a section of steps, this should be clarified.



Text reference in the Planning Statement suggests there is a separate pedestrian and cycle connection to Bartons Road, but this is not shown on the plans nor is it connected through the apartment area of the site.

Drawing 24-097-007 Rev B has been provided showing the forward visibility for the development. It is unclear why visibility splays have been shown with a design speed of 15mph when the design is for a 20mph road. Some visibility splays clash with allocated parking areas which must be avoided. The forward visibility splays around the bends are not achievable within the limits of the highway and conflict with parking areas. Visibility splays should all be shown for a 20mph design speed unless within a tertiary street design. Within this drawing inset A and B shows the tracking for vehicle access to plot number 58's parking. This has to be done in several movements making access to this space clearly difficult. This is a concern to the Highway Authority as if spaces are inaccessible then on – street parking is likely to occur. The parking arrangement should be altered to provide an appropriate width to allow access to all spaces. For refuse vehicles drawing 24-097-008 Rev B has also been provided. There are a number of instances where the refuse vehicle is required to overrun the footways, clashes with parking spaces and the boundary treatment for plot 50. It is unclear where a refuse vehicle and a car can pass. Whilst this does not need to be possible throughout the layout there should be opportunities for vehicles to pass a refuse within the layout and suitable intervisibility between these areas.

Drawing 24-97-009 Rev B shows the fire tender tracking which shows similar conflicts as with the refuse tracking. It is also clear that if on street parking were to occur then the fire tender would not be able to navigate the internal road network. The applicant should consider how on street parking on the site can be managed to prevent obstruction of the refuse vehicle and emergency service movements.

The extents of highway adoption have been shown on drawing 24-097/015. At this stage this has not been reviewed in detail due to the required changes to the internal layout. It is a requirement for all visibility splays and forward visibility to fall within the adopted extents. Private parking areas must not be within the adopted highway. Permeable paving is referenced to be utilised in the parking areas which is noted at this stage but may require further consideration when the proposed adopted extents are confirmed.

The parking bays for plots 10-12 are shown as parallel bays to the rear of the footway provision. These spaces would not be adopted but there would be safety concerns regarding the interaction between footway users and those undertaking parallel parking manoeuvres.

Bin carrying distances should be reviewed by the Planning Authority. There would appear to be several that are beyond the recommended distances, may involve steps and crossing areas of landscaping.

Drainage

No drainage strategy has been provided for review. An infiltration investigation report has been provided for assessment which concludes the site is unsuitable for infiltration due to the high level of groundwater encountered (which would support previous investigations also mentioned in the report).

Whilst no strategy has been provided, the above would suggest that any drainage strategy is likely to be via a positive outfall to either a sewer or watercourse/ditch.

Where infiltration to be used the highway authority would look to ensure suitable standoff distances are provided from roads and structures. Given infiltration does not appear feasible there are no initial concerns to the highway authority at this stage but drainage strategy information should be provided given this is a full application.

It should be noted for any works within/proximity to the existing public highway and where the applicant appears to propose the internal roads for adoption, that the guidance as set out in HCC TG8-1 (and if applicable HCC TG8-2) is considered accordingly.

Street Lighting

The report suggests the internal layout and area proposed for adoption is to be illuminated and these roads are covered in the evaluation area. It should be noted that were the road to be put forward for adoption this would be assessed and approved at the Section 38 design audit stage. The approval of these details should be secured through condition and the applicant should confirm the intention to bring forward a street lighting strategy in accordance with the Highway Authority's requirements as set out in TG13.

Parking Provision

Both car parking and cycle parking is proposed to be delivered in accordance with Havant Borough Councils Parking Standards. Havant Borough Council as Parking Authority should confirm this is the case. At present given the concerns with the parking layout as set out above the Highway Authority is concerned over whether the required quantum can be achieved.

Cycle parking is proposed within the curtilage of the private dwellings within garden sheds and lit cycle stores as appropriate. It is unclear where visitor cycle parking is to be provided on the site.

Trip Generation

The proposed development is made up of 44 private dwellings and 46 affordable dwellings. The assessment has been based on these proportions and therefore the split should be secured through appropriate planning conditions or obligations to ensure the assessment is appropriate.

Multimodel trip assessments have been undertaken using the TRICs database which has generated the following rates:

Private Dwellings

- *Vehicle 0.445 in the AM peak and 0.418 in the PM peak*
- *Cyclists 0.011 in the AM peak and 0.016 in the PM peak*
- *Pedestrians 0.156 in the AM peak and 0.091 in the PM peak*
- *Public Transport 0.025 in the AM peak and 0.018 in the PM peak*

This is forecast to generate 20 vehicle trips in the AM peak and 18 in the PM peak.

Affordable Dwellings

- *Vehicle 0.316 in the AM peak and 0.491 in the PM peak*

The database did not have affordable trip rates for other modes and therefore the same trip generation for private dwellings has been utilised.

For affordable dwellings this generates 5 vehicle trips in the AM peak and 11 in the PM peak.

This generates a total of 29 vehicle trips in the AM peak and 36 in the PM peak with trips by sustainable modes being 23 in the AM peak and 13 in the PM peak. The daily trip rates for all modes have not been presented as requested at the pre-application stage. When assessing the quality of routes for walking and cycling consideration should be had to the overall daily trip generation forecast rather than the peak hours which are used generally for a capacity assessment of junctions. The daily trip rates should be presented for all modes.

The TRICs data utilised for the private dwellings includes at least 1 survey that was undertaken during COVID restrictions and this should be removed. Survey locations in Scotland should also be removed. The TRICs data for the affordable dwellings is agreeable however given it does not provide a multimodal trip rate and given the quantum unless the applicant is willing to accept planning restrictions of the level and type of affordable housing, once agreed the private dwelling trip rate should be used across the site.

Traffic Distribution/Assignment

Distribution has been presented based on data from Havant 009 clarity was sought on the assumptions around the distribution as a result of this data given that the information has not been presented to confirm the assumed distribution and it being different from the previously consented site. Confirmation is required on the assumptions behind the distribution used. It was previously agreed that 80% would turn left and 20% right from the site access.

Base Survey Data and Committed Development

Traffic surveys were undertaken in June 2025 covering each peak period including at the junction of Petersfield Road/Bartons Road. The survey data was utilised to form a baseline for traffic modelling with committed developments added as per the pre-application advice and TEMPRO background growth assumptions. The survey data has not been provided within the TA and should be included for assessment of the junction modelling and consideration of the junction form.

Narrative has been provided that the Campfield development did not distribute any traffic to the study area. This is not an agreed position. The impact of the site on the Bartons Road/Petersfield Road junction was assessed under the original Land West of the Crematorium application in Havant and a mitigation package secured in relation to these impacts as mentioned above, therefore the site must be included within the committed development.

The exclusion of 32 New Lane is also not agreed. The daily profile of trips differs from the consented use and the site is not fully operational so is not accounted for within the base survey data, the trips should therefore be manually applied.

Southleigh Park has not been operational and therefore the trips are not accounted for within the base survey data and should be manually added.

Downley Road site is not operational and trips should be manually applied.

Background Traffic Growth

TEMPro has been utilised to establish background traffic growth assumptions which generates figures of 1.0436 in the AM peak and 1.0439 in the PM peak.

Confirmation is required on which growth assumption has been utilised to generate these figures before they are agreed.

Junction Assessments

The TA sets out the modelling forecast scenarios which are agreed with a base year of 2025 and forecast year of 2030.

Bartons Road Site Access

Modelling has been provided for the site access demonstrating the junction to operate within capacity. The applicant states they have considered the need for a right turn lane based on these capacity assessments. However the previous requirement for the right turn lane was as a result of concerns of delays to right turning movements as a result of queues from the Bartons Road/Petersfield Road junction and whether a right turning vehicle into the site would create blocking back into the signal junction.

The flows on Bartons Road have been recorded previously as meeting the requirements of considering the need for a right turn lane. The traffic count data and AADT should be provided.

Petersfield Road/Bartons Road Signals

The results of this junction assessment differ from those previously agreed for consented schemes and those previously presented for this site through the previous application.

Given that the junction footprint has not been agreed the modelling has not been reviewed in any detail.

In order for the Highway Authority to undertake a full review of this junction assessment work the modelling files should be shared directly with the Highway Authority. From an initial view it is apparent that the phases for the toucan have not been included in the signal timings and therefore the modelling results are not presenting a correct assessment of the junctions operation. It has previously been agreed that the pedestrian/cycle crossing demand is called every other cycle and this remains a robust assumption.

Travel Plan

The application is supported by a residential travel plan however falls below the required scale of development which would require such a plan. The applicant should confirm under what provision the travel plan has been submitted.

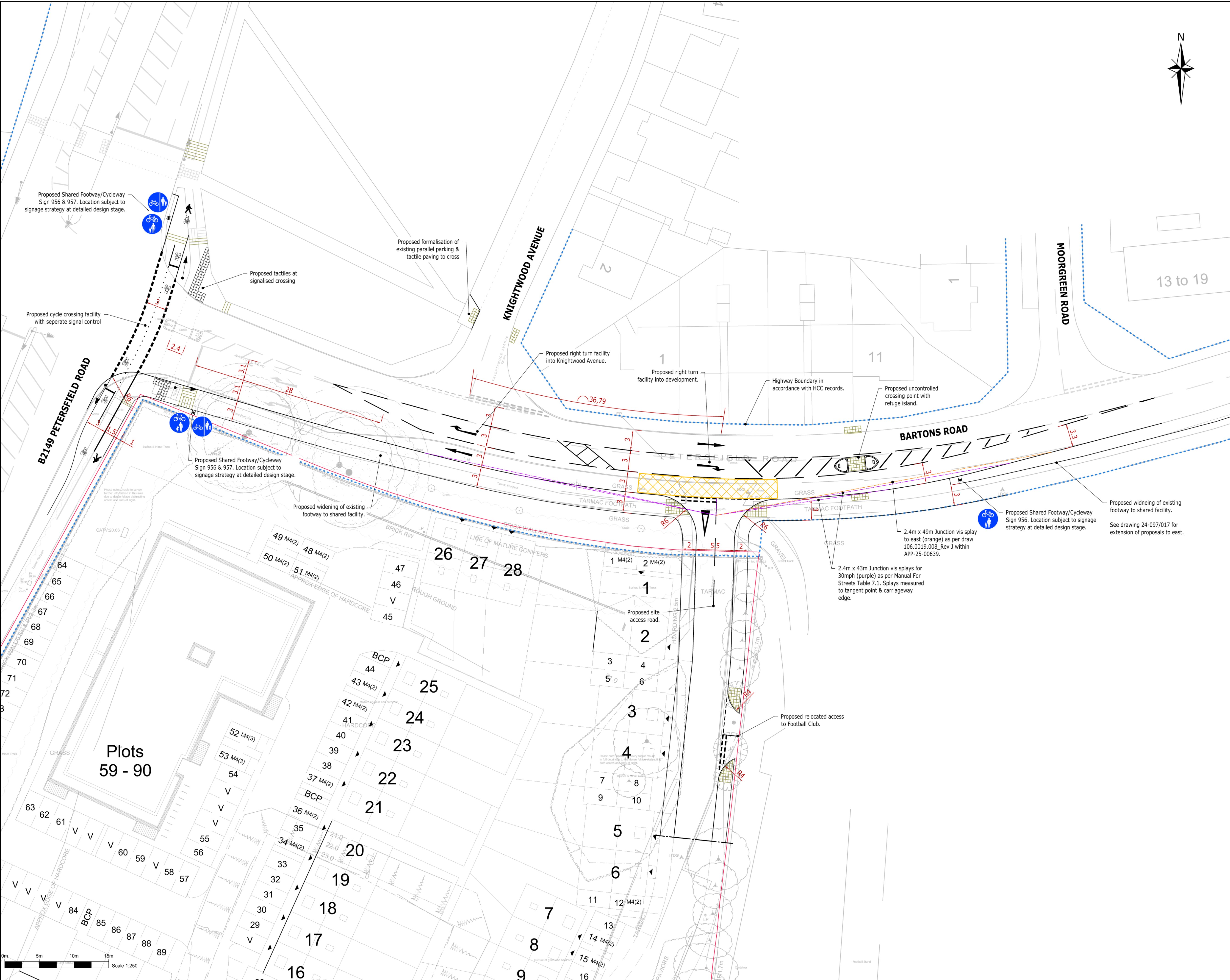
Recommendations

The Highway Authority require additional information on the application. If the Planning Authority are minded to determine the application in the absence of this information, please contact me for my formal recommendation.

Yours faithfully,

Holly Drury
Principal Transport Planner - Highway Development Planning
Hampshire 2050

Appendix B Site Access and Highways Drawings



NOTES

Rev

A

Edits following HCC comments

DA

DH

SW

DEC 25

Rev

Amendments

Dm

Chk

App

Date

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Job Title

Bartons Road, Havant

Drawing Title

Proposed Site Access

Client

Stonebond Properties
(Guildford) Ltd

Scale

1:250@A1

Date

Nov 2025

Designed

DA

Drawn

DA

Checked

SW

Approved

-

Job No

24-097

Drawing No

24-097/016

Rev

A

Appendix C WCHAR Assessment



Hampshire
County Council

Report Number

Walking, Cycling and Horse-Riding Assessment Report

Job No: 24-097

CMS:

Patrick Blogg

Director of Universal Services, The Castle, Winchester

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1. Scheme details

1.1. Scheme client / developer

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1.4. Design team leader

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1.5. Scheme location and description of Highway works

Charles & Associates (C&A) has prepared this Walking, Cycling and Horse-Riding (WCHAR) Assessment on behalf of Stonebond Properties (Guildford) Ltd in support of 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 site is located south of Bartons Road, immediately east of its junction with Petersfield Road. The site location is shown in Figure 1.1 below.

Figure 1.1: Site Location



Petersfield Road (B2149) is a dual carriageway subject to a 40mph speed limit. It forms a key element of the local highway network, serving as a primary north – south route linking Havant Town Centre to surrounding areas. The road accommodates both local and strategic traffic, including public transport and service vehicles. Approximately 100 metres west of the proposed site access is the signal-controlled, all-movements junction of Petersfield Road and Bartons Road.

In the vicinity of the site, the eastern side of Petersfield Road benefits from a shared footway/cycleway that supports active travel, while a standard footway is provided on the western side. These facilities enhance connectivity for pedestrians and cyclists, supporting sustainable travel options for future residents.

Bartons Road is a single carriageway approximately 6.5 metres wide, subject to a 30mph speed limit. It functions as a local east – west distributor road, connecting Petersfield Road (B2149) to the west to Comley Hill (B2148) to the east, and provides access to residential areas in this part of Havant. Footways are provided on both sides of Bartons Road, with the southern footway set back from the carriageway by a grass verge, offering additional separation from vehicular traffic. The frontage is predominantly residential in character.

Martins Road is a residential access road approximately 5.0 metres in width and also subject to a 30mph speed limit. It runs in a north – south orientation between Bartons Road and St Albans Road, forming part of the local access network. Footways are present on both sides of Martins Road, with the northern footway partially separated by a grass verge.

The proposed vehicular access to the development will utilise the existing site access point, which is to be retained as a priority junction with right turn lane into the site with a yellow box junction marking.

The shared footway/cycleway arrangement would be proposed along south side of the Bartons Road to join the existing provision to the west at Petersfield Road/Bartons Road junction and to the east to Martin Road/Bartons Road junction.

A direct Petersfield Road connection shared footway/cycle way connection to would be proposed via the site.

The existing bus stop at “Douglas Gardens” will also be enhanced. The proposed upgrades includes a formal bus cage and shelter.

The proposed access arrangements and associated highway works are illustrated in Drawing No. 24-097-0016 and 24-097-0017. The proposed bus stop improvements are shown in Drawing No. 24-097-006.

1.6. WCHAR study area

The site has an area of approximately 1.7 hectares and is located to the south of the Bartons Road.

According to Chapter 5 of TG19, the proposed development, comprising between 50 and 100 residential units, falls within the WHCAR Small scheme category and is therefore classified as a small scheme.

The WCHAR study area, illustrated in Figure 1.2 below, focuses on the key walking and cycling corridors in the close vicinity of the site. It includes sections of B2149 Petersfield Road, Stockheath Road, Martin Road, and Bartons Road, forming the primary access routes between the site and nearby destinations within Havant.

For clarity, the study area has been divided into four distinct routes: Route A, Route B, Route C, and Route D. Each route highlights a specific direction of travel and the infrastructure that supports movement within the local area. These routes represent the most commonly used and strategic pedestrian and cycle connections for residents, students, and visitors travelling to and from the site.

Route A

Route A covers the section between the site and Havant Academy, one of the key educational destinations. The Academy lies approximately 1.1 km north of the site east of Petersfield Road. This route represents an important daily walking and cycling path for local students, parents, and staffs. It follows Petersfield Road, providing direct access to the school.

Route B

Route B represents the principal connection from the site to Havant Railway Station and Havant Town Centre, a key public transport and retail destination. Beginning at the site access, the route travels south along Petersfield Road. It continues to the Petersfield Road / Crossland Drive junction, where it transitions directly onto Leigh Road. This corridor links residents with rail services, wider bus services, and the town's main commercial centre.

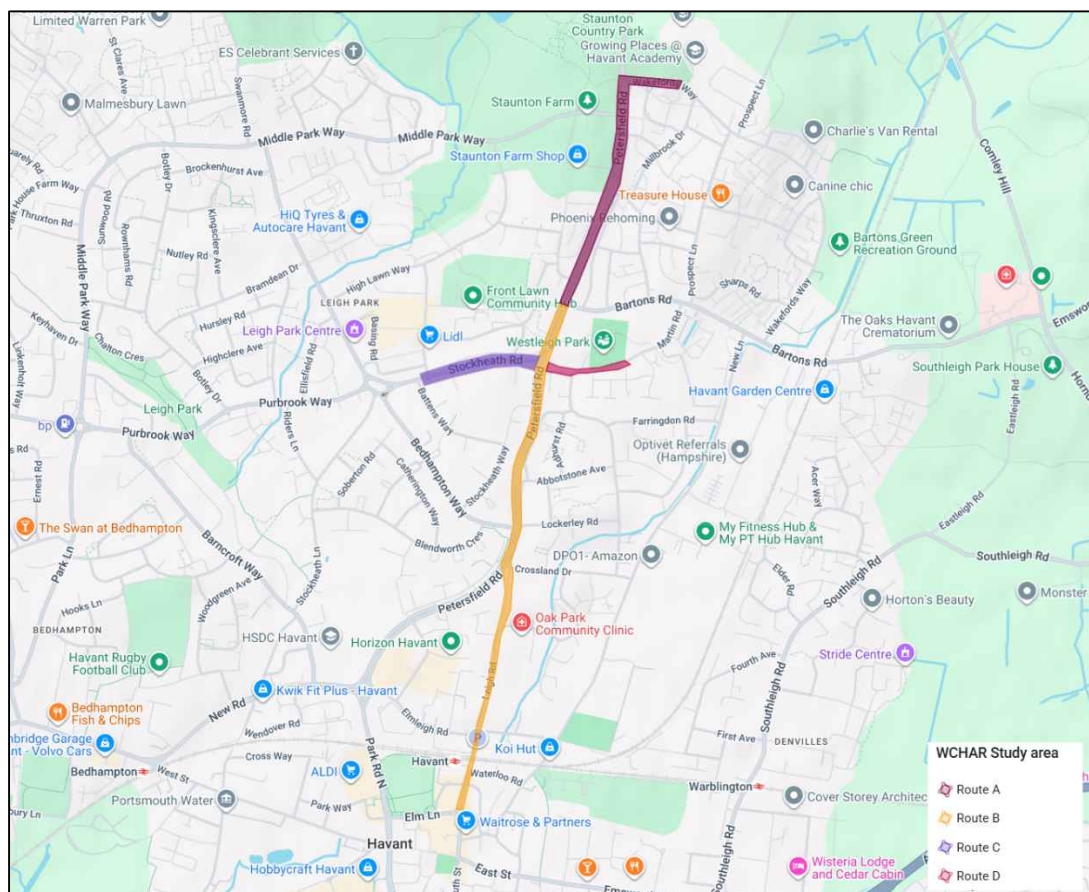
Route C

Route C provides access from the site to Leigh Park Centre, including The Greywell Shopping Centre, one of the main local retail hubs. Starting from the site access, the route proceeds along Petersfield Road to the junction with Stockheath Road. From there, it follows Stockheath Road directly into the Leigh Park Centre area. This route is important in connecting the local community to shops, services, and community facilities.

Route D

Route D is a short connecting link. It runs between the Petersfield Road / Stockheath Road junction, and the Douglas Gardens bus stop located on Martin Road. Although a small section, it provides a useful connection for local and future residents using local bus services and forms part of the wider walking and cycling network around the site.

Figure 1.2: WCHAR Study Area



2. WCHAR Assessment

2.1. Assessment of walking, cycling and horse-riding policies and strategies

This Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been prepared in accordance with current national and local policy guidance to ensure appropriate provision is made for non-motorised users, including people walking, cycling, using mobility aids and, where appropriate, horse-riding.

National Planning Policy Framework (NPPF), December 2024, Paragraph 110 of the NPPF recognises the need to tailor sustainable transport solutions to the specific context of a development:

“Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

This document reflects this approach by considering the site-specific context and the surrounding infrastructure for walking, cycling and horse-riding.

Hampshire County Council TG19: Quality Assessments for Walking, Cycling and Horse-Riding. Paragraph 1.3 notes that:

“The Assessment is the first stage of the process and should be carried out during the initial stages of planning a scheme, to investigate the existing infrastructure and identify potential opportunities to improve conditions for people walking, cycling and where appropriate, riding horses.”

It further states that the assessment should consider the needs of all potential users, including people using mobility aids, prams and buggies, and a range of cycle types. Identifying these issues early in the design process supports better outcomes for all users.

In addition, paragraph 2.1 of TG19 confirms that:

“The Design Manual for Roads and Bridges General Principles document GG 142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review.”

This WCHAR has therefore been undertaken in line with the guidance in both TG19 and DMRB GG 142.

Hampshire Local Transport Plan 4 (2024)

Policy C3 of the Hampshire Local Transport Plan 4 establishes a Road User Utility Framework, which prioritises consideration of users in the following order:

Reducing the need to travel;

- 1. Vulnerable users, including those with disabilities or long-term health conditions;*
- 2. People who walk;*
- 3. People who cycle and ride horses;*
- 4. Public transport users;*
- 5. Delivery vehicles;*
- 6. Other motor vehicles.*

This WCHAR follows the principles of Policy C3 by prioritising sustainable and inclusive travel modes in the assessment of existing infrastructure and the identification of potential improvements.

Havant Borough Core Strategy (2011) Infrastructure Policy DM11: Planning for More Sustainable Travel sets out the local authority's commitment to promoting non-motorised modes of transport. It states:

"The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes".

2.2. Collision data

Collision data was obtained from Hampshire Constabulary for the most recent five-year period available, between 01/10/2019 and 30/09/2024, covering the area shown in the figure below.

Figure 2.1: Collision Locations



In total, there were 14 recorded collisions during this period. Of these, one was classified as serious, while the remaining 13 were categorised as slight. 7 collisions occurred near the Stockheath Road / Petersfield Road junction. 3 collisions, including the one serious incident, took place near the Bartons Road / Petersfield Road junction. 1 collision was recorded to the east of the Witchampton Close / Bartons Road junction, and two collisions were recorded to the east of the Martin Road / Bartons Road junction. 1 collision occurred at the Stockheath Way / Petersfield Road junction.

Out of these only two collisions involved pedal cycles, and one involved a pedestrian. No equestrian-related collisions were recorded.

The collision at the Stockheath Road / Petersfield Road junction involved a van and a pedestrian. The incident occurred when the van mounted the pavement and collided with the pedestrian.

At the Stockheath Way / Petersfield Road junction, the collision involved a pedal cyclist who collided with a railing that had been bent into the cycle path.

The collision near the Witchampton Close / Bartons Road junction involved a pedal cyclist impaired by alcohol. The cyclist, travelling along Bartons Road, lost control independently; no other vehicle was involved.

2.3. Multi-modal transport services and interchange information

The nearest bus stop, 'Douglas Garden', is located on Martins Road, approximately 150 metres from the site. It is accessible via a sustainable travel link connecting the site to the existing footway and cycleway on the north side of Martins Road. This route is continuous and segregated from the carriageway, providing a safe and direct connection from the site access to the bus stop.

Bus stops in both directions are equipped with a flag and pole and provide timetable information. The stop is served by Stagecoach's route 20, operating between Havant and Portsmouth with a half-hourly frequency from Monday to Saturday. The journey time to Havant town centre (Havant bus station) is approximately 8 minutes, and to Havant railway station approximately 13 minutes. Services towards Havant start at 05:44 and conclude at 23:49. Services towards Queen Alexandra Hospital and Portsmouth begin at 05:01 and end at 22:11.

Havant railway station is the nearest rail facility, located approximately 1.5 km south of the proposed development – equating to a 22-minute walk or a 6-minute cycle. The station offers direct services to Portsmouth Harbour, Southampton Central, Brighton, London Waterloo, and London Victoria. Services to London Victoria operate hourly, while those to London Waterloo and Southampton run every 30 minutes. Trains to Brighton depart every 15 minutes, Portsmouth Harbour every 12 minutes, and Portsmouth & Southsea every 10 minutes. The station also provides 92 sheltered cycle storage spaces, supporting multi-modal travel.

2.4. Trip generators

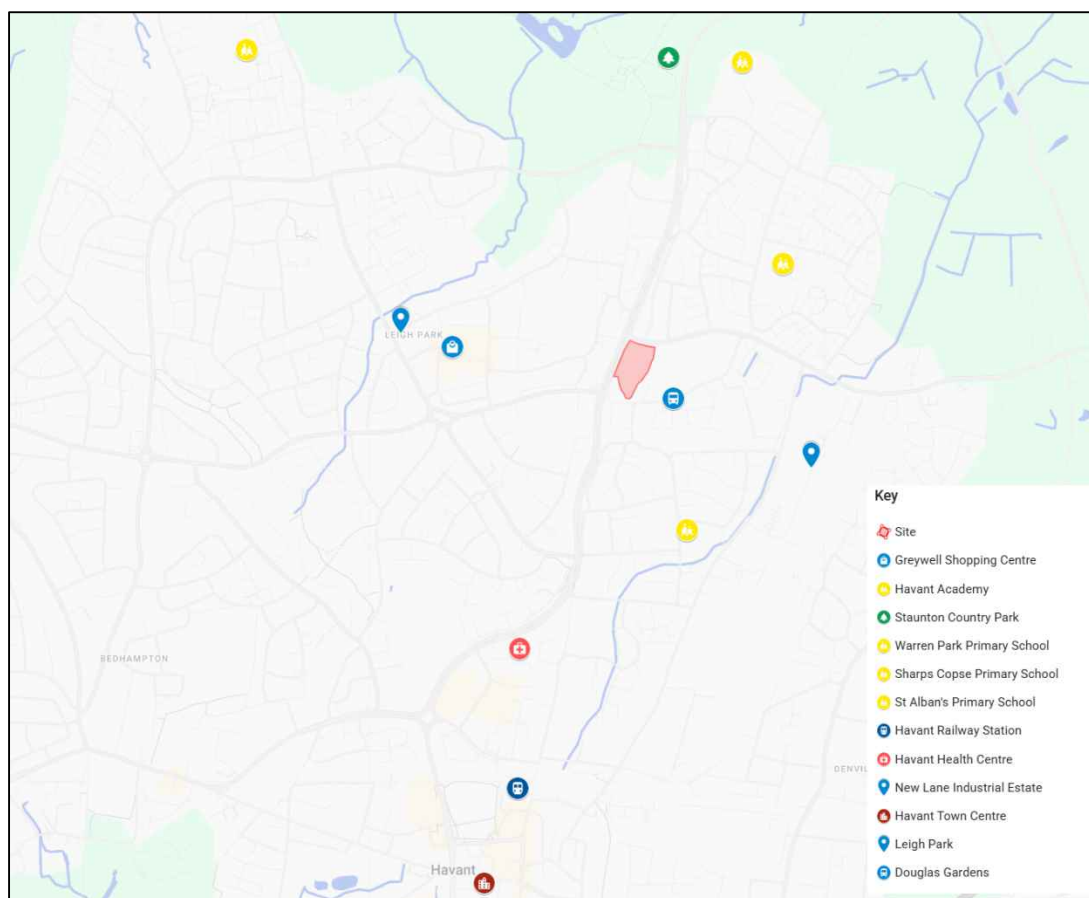
The proposed site is of residential nature. As such, the area around Leigh Park, including the Greywell Shopping Centre and Havant Academy, would be the most important trip generators for the site. In addition, Havant Railway Station and Havant Health Centre, located to the south, will also attract trips. Other notable trip generators in the vicinity include Warren Park Primary School, Staunton Country Park, and retail and community facilities along Petersfield Road and Middle Park Way. Together, these facilities, along with local employment areas and neighbourhood amenities, are expected to contribute significantly to trip generation.

The trip generators are listed below.

- Greywell Shopping Centre.
- Havant Academy.
- Leigh Park.
- St Alban's Primary School.
- Staunton Country Park.
- Havant Railway Station.
- Havant Health Centre.
- New Lane Industrial Estate.
- Havant Town Centre.

The plan of key trip generator is shown in figure below.

Figure 2.2: Trip Generator Map



Using the TRICS database and existing mode share data from 2011 Census - method of travel to work for super output area 'Havant 009' data, the walking and cycling trips generated during the peak periods are as shown below.

Mode	AM Peak Trips (two-way)	PM Peak Trips (two-way)
Walk	17	10
Cycle	2	1

2.5. Site visits

The site visit was undertaken on 3rd December 2025, during AM peak starting at 8 AM. The routes identified under section 1.6 were visited and the observations are detailed below.

Route A

Route A provides a well-established and clearly defined segregated footpath/cycleway linking Bartons Road with Wakeford Way and the school entrance. The entire length benefits from street lighting, creating a continuous and accessible corridor. The route generally maintains a generous width of around 3 metres, supporting comfortable shared use for both pedestrians and cyclists (Figure 2.1).

Access from Bartons Road includes tactile paving (Figure 2.2). corduroy paving is consistently used at the various pedestrian links to Knightwood Avenue (Figure 2.3) Petersfield Road is supported by tactile paving at the crossing.

Figure 2.1: Shared Footway/Cycleway along Route A



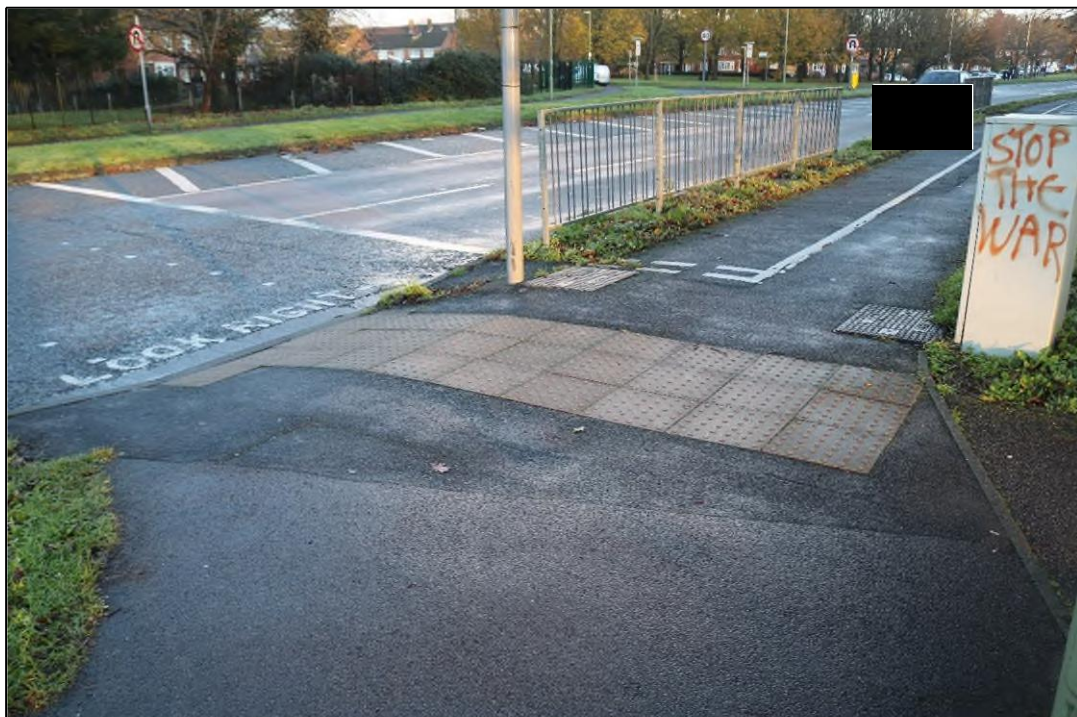
Figure 2.2: Tactile Paving at access from Bartons Road



Figure 2.3: Corduroy Paving



Figure 2.4: Tactile paving at the Petersfield Road/Bartons Road crossing



White lining along the segregated route provides clear visual guidance, and lighting columns are positioned along the corridor (Figure 2.5). Localised surfacing repairs have been undertaken as part of ongoing maintenance (Figure 2.6).

Figure 2.5: Presence of Lighting Columns



Figure 2.6: Localised Surfacing repairs



Crossing facilities at Petersfield Road feature well-maintained tactiles and lining (Figure 2.7).

Figure 2.7: Crossing Facilities



Cycleway repeater signage begins shortly after Bartons Road with further signs provided along Crawley Avenue and near the underpass.

Figure 2.8: Cycle Way Repeater Signage



Along Crawley Avenue, pedestrian protection railings create a secure boundary next to the sloped verge. The Petersfield Road underpass includes railings, corduroy paving, and clear directional signage.

Figure 2.9 Corduroy Paving and Railings



A local bus shelter is also conveniently located along the route.

Figure 2.10: Bus Stop equipped with a bus shelter along Route A.



Crossing infrastructure on Wakeford Way is presented to a good standard, with clear tactiles and lining Figure 2.11.

Figure 2.11 Crossing Infrastructure on Wakeford Way



The continuation of the route includes visible cycle logos along this stretch (Figure 2.12), and the route concludes at the school entrance (Figure 2.13).

Figure 2.12: Visible cycle logos



Figure 2.13: Route concluding just at the school entrance



Route B

Route B provides a direct and well-connected route from Bartons Road to Havant town centre and the railway station. The shared footway/cycleway offers a clear and accessible starting point, supported by tactile paving (Figure 2.14).

Figure 2.14: Shared footway/cycleway along Petersfield Road



Surrounding commercial frontages include tactile paving on both sides of the access points, and links such as the connection to Martin Road are supported by well-maintained tactiles (Figure 2.15).

Figure 2.15: Well -maintained Tactile Paving



The route benefits from white lining and corduroy paving in several locations, and repeater signage is used to reinforce cycleway presence (Figure 2.16 and Figure 2.17)).

Figure 2.16: White Lining and Corduroy Paving



Figure 2.17: Repeater Signage



Paving remains consistent and well presented at junctions such as Brashfield Road (Figure 2.18), and the route naturally shifts alignment towards Stroudwood Road (Figure 2.19).

Figure 2.18: Consistent Paving



Figure 2.19: Natural Shifting Alignment



The shared footway/cycleway facilities are provided along multiple stretches (Figure 2.20) with smooth directional bends and well-maintained crossing points (Figure 2.21).

Figure 2.20: Shared Footway Provisions



Figure 2.21: Well-Maintained Crossing Point



A dedicated link through to Leigh Road supports movement into the wider network (Figure 2.22), and the raised table installation provides a high-quality crossing point (Figure 2.23).

Figure 2.22: Dedicated Link to Leigh Road



Figure 2.23: Raised table at crossing point



The wider footway environments along Lavant Drive and Leigh Road offer generous space for users (Figure 2.24) and directional and speed-reduction signing contributes to a calm and intuitive environment.

Figure 2.24: Spacious Footway



Crossings along Leigh Road and Elmleigh Road offer consistent paving (Figure 2.25). A segregated section along Elmleigh Road supports westbound cycling, with additional high-quality crossings across Elm Park Road and near the Job Centre (Figure 2.26).

Figure 2.25: Crossing point with consistent paving and markings

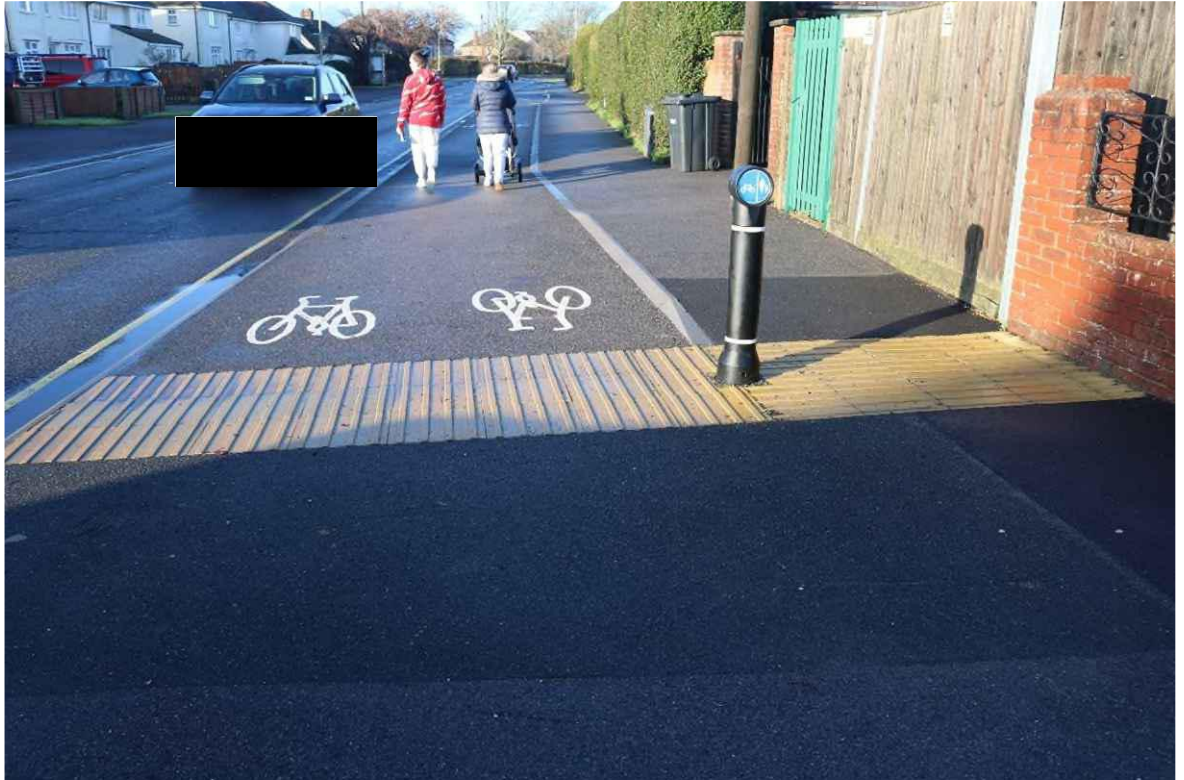


Figure 2.26: Crossing Across Elm Park Road



The approach to the railway footbridge features recently upgraded paving and clearly marks the end of the cycle route (Figure 2.27). The footbridge provides structured access towards the railway station, with lighting in place. The southern ramp and surrounding forecourt provide gentle gradients and good visibility before the route concludes near the Elm Lane/North Lane junction (Figure 2.28).

Figure 2.27: Approach to the railway footbridge



Figure 2.28: Railway Footbridge and Ramp



Route C

Route C provides a useful connection from Petersfield Road towards Martin Road, the football club and the southern boundary of the site. The link between Petersfield Road and Martins Road is established and well defined (Figure 2.29), and the cycleway/footpath link here is in good condition [Photo 71].

Figure 2.29: Martins Road and Petersfield Road connection link



The approach to the Petersfield Road subway includes a well-maintained access ramp (Figure 2.30). Along Martin Road, the northern footpath provides continuity along the corridor, while access to the southern site boundary is conveniently located (Figure 2.31).

Figure 2.30: Access Ramp



Figure 2.31: Access to the southern site boundary



Figure 2.32: Existing Footway link to the Proposed development



Crossings such as the SSE access have well-laid paving, and the footway adjacent to the football club contributes to local accessibility. The club entrance is spacious and serves as a clear access point for visitors. Beyond this, the footway offers a well-presented route along the road (Figure).

Figure 2.33: Continuous route along Martin Road



Route D

Route D complements the wider east–west connections by linking Martin Road with the Petersfield Road underpass and adjacent residential areas. The access ramp to the underpass is in good order, well lit, and free-draining (Figure 2.34).

Figure 2.34: Underpass and Ramp



Crossings along Littleton Crescent support movement through residential streets. Although they do not include tactile paving, they offer clear visibility and straightforward pedestrian movement. The bus stop at Littleton Grove (Figure 2.35) benefits from well-laid paving, and the raised table at Somborne Grove provides an enhanced crossing environment.

Figure 2.35: Littleton Grove Bus Stop



From the site visit, it was identified that, there were up to date high quality active travel infrastructure provisions

2.6. Healthy Streets Design Check

N/A.

2.7. Active Travel England Route Check

N/A.

2.8. Liaison with key stakeholders

Preapplication and post application response was received from Hampshire County Council (HCC) upon submission of Transport Scoping Note and Transport Assessment. The recommendations received as part of the pre-app response were used to inform the development proposal submitted.

2.9. Existing pedestrian, cyclist and equestrian facilities

Pedestrian facilities and Cycle Facilities

A continuous footway is provided along west side and shared footway/cycleway on the east side of the B2149 Petersfield Road. High-quality subways are located at the Stockheath Road/Petersfield Road and Crossland Drive/Petersfield Road junctions.

Figure 2.36: Shared Footway/Cycle along East Side of Petersfield Road



Figure 2.37: Pedestrian and Cycle Infrastructure at the Stockheath Road/Petersfield Road



At Crossland Drive, pedestrians and cyclists can continue south along Petersfield Road or take a more direct route to Havant railway station via Leigh Road, where a zebra crossing ensures safe passage.

Figure 2.38: Zebra Crossing at Crossland Drive



The surrounding area benefits from good pedestrian infrastructure. To the north, crossings at the Petersfield Road/Bartons Road junction connect to Billy Lawn Avenue, while to the south a subway beneath Petersfield Road links Martin Road to Stockheath Road. Footways are present on both sides of Martin Road and Stockheath Road, on the south side of Bartons Road, and along both sides of Petersfield Road, with the eastern side providing a shared footway/cycleway. These routes are generally separated from traffic by grass verges, surfaced in tarmac, and supported by dropped kerbs and tactile paving at crossing points.

Figure 2.39: Footway on both sides of Martin Road



Figure 2.40: Footway on both sides of Martin Road around the Douglas Bus Stop.



Further pedestrian provision includes an underpass at the Petersfield Road/Crossland Drive junction and a controlled crossing on Crossland Drive.

National Cycle Network (NCN) Route 22 runs along the eastern side of Petersfield Road, following a well-surfaced, off-road track. This route provides direct links to Havant town centre and Havant railway station and is supported by controlled crossings, clear wayfinding signage and full integration with NCN Route 22.

Cycle parking facilities are available at Greywell Shopping Centre, Havant Leisure Centre and Havant railway station. Leigh Road additionally benefits from a marked on-carriageway cycle route with continuous footways on both sides.

These provisions collectively support safe, inclusive and convenient access for pedestrians and cyclists to key local destinations, including Havant railway station and nearby amenities.

Equestrian Facilities

There are currently no equestrian facilities available within the study area.

2.10. Walking, cycling and horse-riding survey data (Large schemes only)

N/A

2.11. Liaison with local user groups and wider public (Large schemes only)

N/A.

3. User opportunities

The opportunities highlighted below are deemed to be relevant to the highway scheme/works and should be considered by the design team leader throughout the progression of the highway scheme design in addition to any further opportunities that may arise through the ongoing development of the design.

3.1. General

There is a continuous shared footway/cycleway along the south side of Bartons Road, and a further shared facility on the east side of Petersfield Road. These routes will provide future residents with direct access to Havant Rail Station, Leigh Park, and Havant Academy.

Potential improvements to the existing walking and cycling facilities are outlined in the following sections.

3.2. Strategic opportunities

An opportunity has been identified to upgrade the existing crossing on the Bartons Road approach at the Petersfield Road/Bartons Road junction with a sparrow crossing. This would provide a safe crossing point for pedestrians and cyclists while creating a continuous link with the shared footway/cycleway on the east side of Petersfield Road, which forms part of National Cycle Route 22. This upgrade would address the current informal crossing section of NCR 22.

3.3. Walking specific opportunities

The existing site access junction with Bartons Road has the potential for improvement by introducing tactile paving. This would enhance safety and accessibility for visually impaired users and support safe pedestrian movement in the east-west direction, linking to the Petersfield Road/Bartons Road junction.

Additionally, the site will provide a direct connection to National Cycle Route 22 through the proposed development connection to the existing shared footway/cycleway on the east side of Petersfield Road, improving access to local walking and cycling routes.

The existing walking and cycling facilities in the vicinity are good, providing local residents and future occupants with alternatives to private car travel. Havant LCWIP Route 4, running east-west along Martin Road south of the site, is identified as a key route in Havant Borough Council's Key Routes 2036 strategy. The site will provide a direct connection to this route, presenting an opportunity to further promote sustainable travel.

3.4. Cycling specific opportunities

The potential to provide cycling facilities at the proposed access in accordance with LTN 1/20 has been identified, ensuring integration with the existing footway along the south side of Bartons Road. The existing footway will be widened to 3m and extended up to Bartons Road / Martin Road junction to the east.

At the Petersfield Rd/Bartons Rd junction it is proposed to provide a Sparrow crossing arrangement providing a dedicated crossing facility for cyclists in accordance with Sustrans vision for the National Cycle Route.

The site has the opportunity to provide a permeable site layout with direct connections onto the NCN on Petersfield Rd.

Additionally, the cycle parking provided within the rear gardens of each dwelling will support convenient and secure bicycle storage for future residents of the site

3.5. Horse-riding specific opportunities

N/A

3.6. Healthy Streets

N/A

3.7. ATE Route Check

N/A

4. Walking, cycling and horse-riding assessment team statement

Lead assessor

As lead assessor, I confirm that this walking, cycling and horse-riding assessment report has been compiled in accordance with Hampshire County Council's Technical Guidance Note TG19.

Name & title:	Graham Gard
Title/position:	Senior Infrastructure Engineer
Organisation:	Charles & Associates Consulting Engineers
Signature:	
Date:	

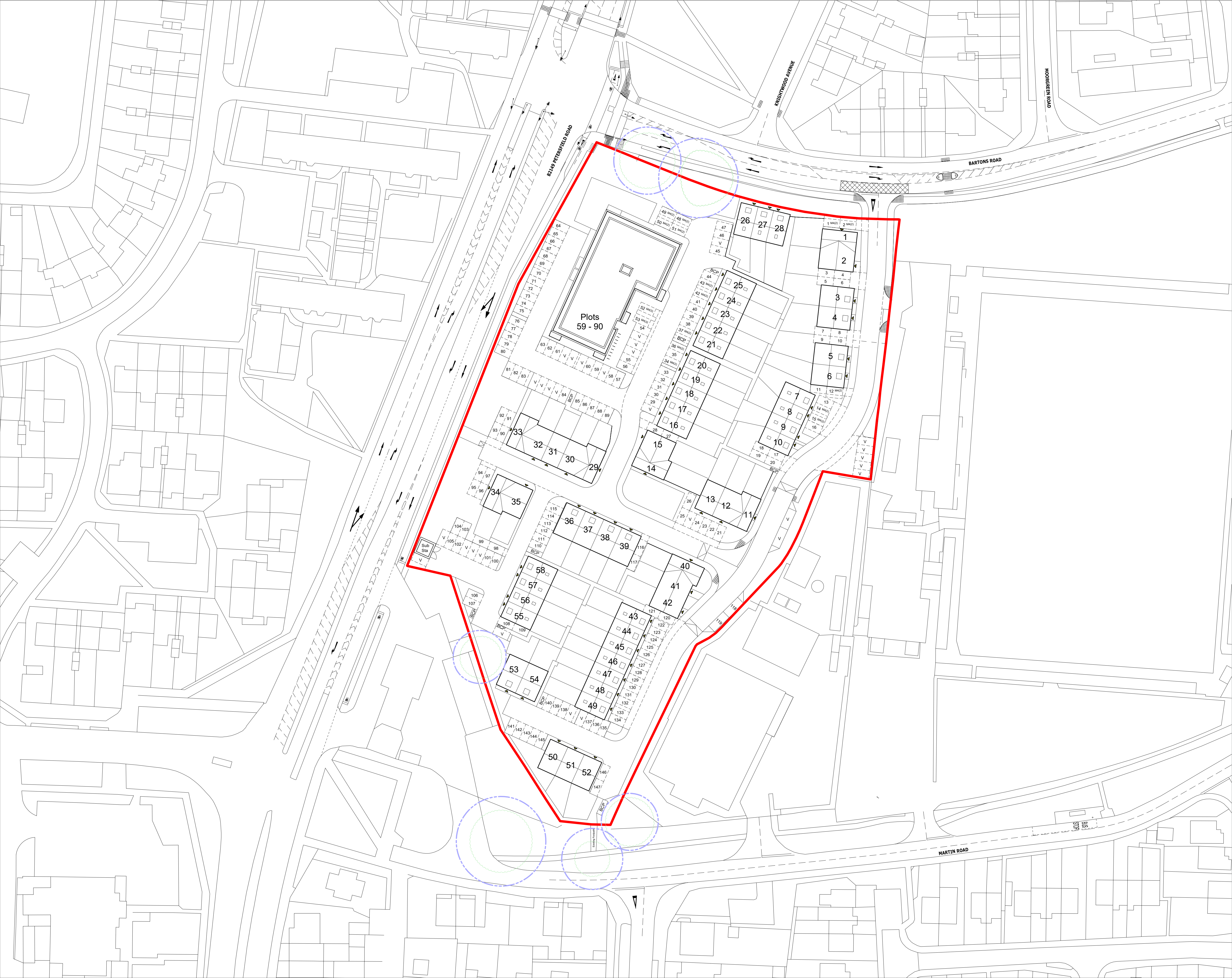
Scheme client team leader

As the scheme client team leader, I confirm that the assessment has been undertaken at the appropriate stage of the highway scheme development.

I confirm that in my professional opinion the appointed lead assessor has the appropriate experience for the role making reference to the expected competencies contained in GG 142.

Name & title:	
Title/position:	
Organisation:	
Signature:	
Date:	

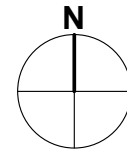
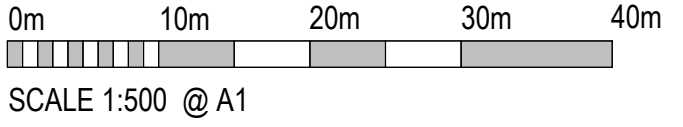
Appendix D Site Layout



NOTES
ERRORS AND OMISSIONS TO BE REPORTED TO THE ARCHITECT.
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REVISIONS		
A	Issue for Planning	31/07/2025
B	Issue for Planning	01/08/2025
C	Issue for Planning	05/08/2025
D	Issue for Planning	04/12/2025

Key
Application Site Boundary



EDGINGTONS
ARCHITECTS

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web: http://www.edgingtons.co.uk

Stonebond Properties (Guildford) Limited
Former SSE Offices
Bartons Road, Havant
Proposed Block Plan

PROJECT STATUS	Planning				
SCALE (A1)	1 : 500				
DATE	31/07/2025	DRAWN	AG		
JOB No.	6087	DWG No.	1110	REV.	D