



TRANSPORT ASSESSMENT

154 LONDON ROAD, PURBROOK

Residential Development

2026-02-24-TA01-6687

February 2026

Prepared on Behalf of Foreman Homes



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1 INTRODUCTION

- 1.1.1 This Transport Assessment (TA) has been prepared by Bright Plan on behalf of Foreman Homes to support a planning application for a residential development at 154 London Road, Purbrook. The site location is shown in **Figure 1.1**.

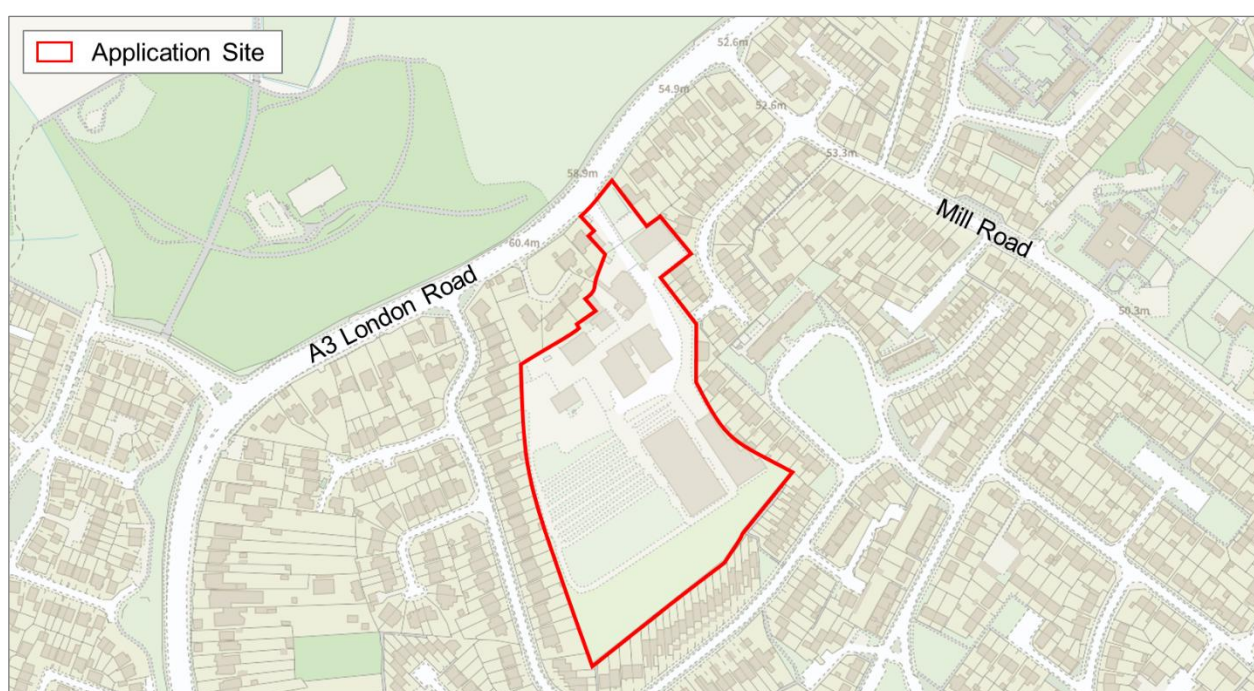


Figure 1.1: Site Location

- 1.1.2 The site currently comprises of a timber yard, including a retail unit at the front of the site serving both trade and consumer customers. The proposed development would involve the redevelopment of the site to provide 111 dwellings.

1.2 Planning Context

- 1.2.1 The site is identified within Havant Borough Council's (HBC) withdrawn Local Plan under policy H43 'Goodwillies Timber Yard' for a residential development of c.120 dwellings.

1.3 Scope of Report

- 1.3.1 The remainder of this report comprises the following sections:
- i. **Section 2** describes the existing transport conditions in the local area and highway network, and provides a review of highway safety.
 - ii. **Section 3** provides a review of the proposed development, including emergency access, servicing arrangements, parking provision and internal layout design.



- iii. **Section 4** provides an assessment of the anticipated vehicle trip generation associated with the proposed dwellings, as well as the anticipated distribution of traffic on the local road network.
- iv. **Section 5** details a junction capacity modelling assessment of the site access.
- v. **Section 6** provides a summary of the conclusions to this report.

2 BASELINE CONDITIONS

2.1 Site Location and Description

- 2.1.1 The site has an area of c.3.4ha on the southeast side of the A3 London Road, and is bordered by residential properties on all sides. The timber yard includes a number of buildings, with a combined floor area of approximately 5932sqm, and much of the external area is additionally used for storage/processing. The existing site context is demonstrated in **Figure 2.1**.



Figure 2.1: Aerial View of Application Site

2.2 Existing Vehicle Access

- 2.2.1 Vehicle access to the site is currently served from an 8.0m wide bellmouth, with an 8.0m radius on its southern side, and an 11.0m radius on its northern side. The access is flanked by a footway on its northeast side, and includes a pedestrian crossing. The existing site access is shown in **Figure 2.2**.



Figure 2.2: Existing Vehicle Access

2.3 Local Road Network

- 2.3.1 The site is served from the A3 London Road, which runs north south through Purbrook and Waterlooville. The road comprises of a 14.2m wide two-way single carriageway, with bus and cycle lanes on both sides of the road. The road is subject to a 30mph speed limit, and has parking restrictions on both sides of the carriageway, enforced by double yellow lines. The A3 London Road's carriageway features are shown in **Figure 2.3**.



Figure 2.3: The A3 London Road

2.4 Wider Highway Network

- 2.4.1 The A3(M) is situated c.1.7km to the east of the site and can be accessed either via the A3 and B2150 to the northeast, or via Ladybridge/Stakes Road/Purbrook Way for journeys to/from the south. The A3(M) runs northeast-southwest between Havant and London and forms part of the Strategic Road Network (SRN). To the south, the A3 provides a route to Cosham, where it connects with the M27/M275, also part of the SRN. The site's location in the context of the wider highway network is shown in **Figure 2.4**.

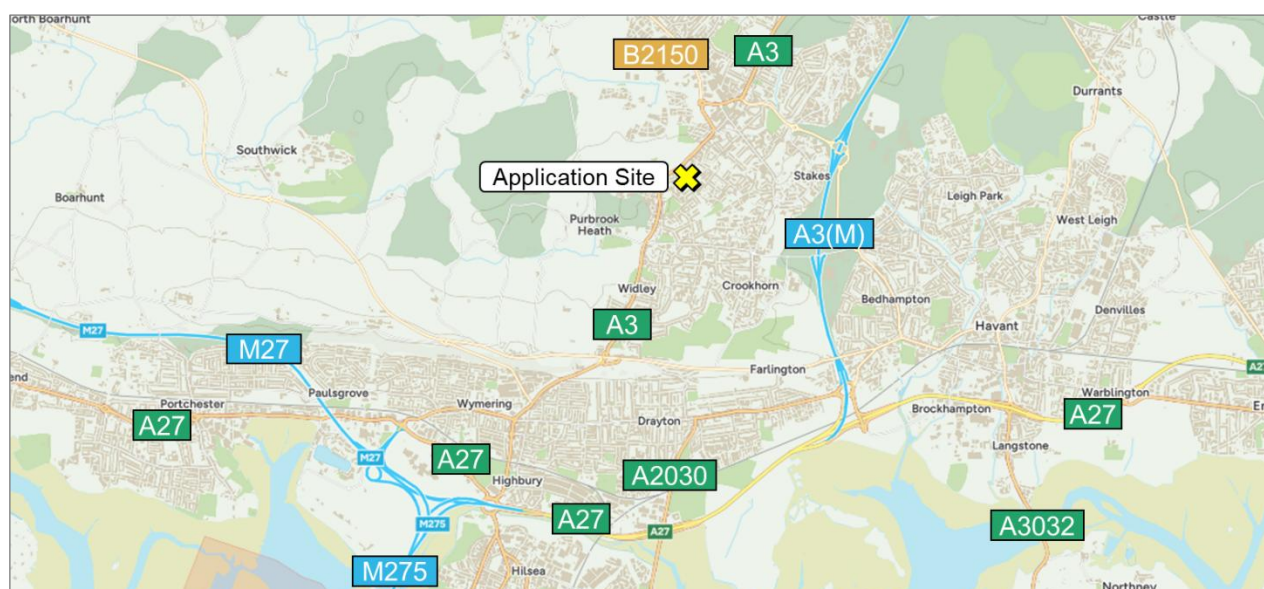


Figure 2.4: Wider Highway Network

2.5 Accessibility Credentials

Pedestrian Accessibility

- 2.5.1 The A3 London Road is flanked by c.2.0m wide footways on either side of the carriageway, which connect with the wider footway network within Purbrook and Waterloooville, providing continuous pedestrian access to local amenities. The existing pedestrian infrastructure is shown in **Figure 2.5**.



Figure 2.5: Existing Footway Flanking the A3 London Road

- 2.5.2 The Chartered Institute of Highways and Transportation's (CIHT) publication 'Planning for Walking' (April 2015) identifies that 80% of journeys under 1 mile (1.6km) are made by foot, and 26% of journeys between 1-2 miles (1.6km – 3.2km) are made by foot. A wide range of local services and amenities, including bus stops, schools, a large supermarket, doctor's surgery, and recreational areas are situated within 1km of the proposed site and are therefore comfortably accessible on foot. Local facilities are shown on an accessibility plan attached at **Appendix A**.

Cycle Accessibility

- 2.5.3 The A3 London Road is a cycle network link, and has cycle lanes on both sides of the carriageway. The cycle lanes provide a continuous route to Cosham to the south, and to Waterloooville to the north, where it connects with a number of other local routes, including National Cycle Network (NCN) route 222. Route 22 provides a north-south route between Rowlands Castle and Portsmouth, and provides a direct link to the Havant town centre. The local cycle routes are shown in **Figure 2.5**.

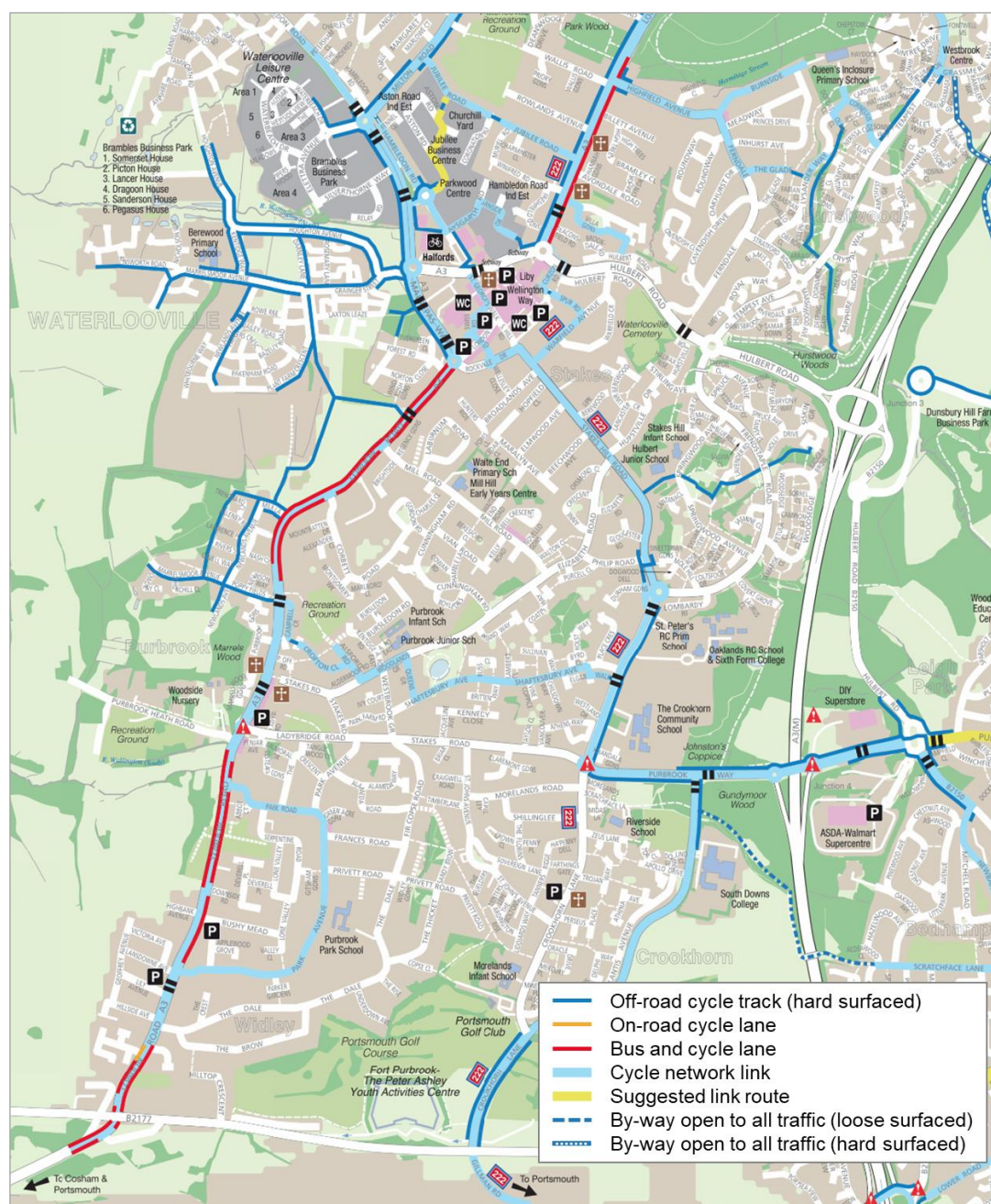


Figure 2.5: Cycle Routes in the Vicinity of the Site

- 2.5.4 The Department for Transport's (DfT) document Cycle Infrastructure Design (LTN 1/20) (July 2020) states that 5 miles (8km) is an achievable distance to cycle for most people. The full extents of Waterlooville, Havant, and Cosham are therefore accessible by bicycle.

Bus Services

- 2.5.5 The A3 London Road forms part of the 'A3 Priority Bus Corridor', which provides a bus priority route between Clanfield and Gunwharf Quays in Portsmouth, serving the high frequency no.8 service. The closest stops to the site are the 'Corbett Road' bus stops situated c.140m to the southwest of the site access. A summary of the service is provided in **Figure 2.6**.



Service	Route Summary	Typical Frequency	Operating Hours
8	Clanfield – Cowplain – Waterloo – QA Hospital – Cosham – Hilsea – Portsmouth Gunwharf Quays	Mon-Fri: every 15min Sat: every 15min Sun: every 20min	Mon-Fri: 04:36 – 23:24 Sat: 04:41 – 01:26 Sun: 06:25 – 23:27

Figure 2.6: No.8 Bus Service Summary

Rail Services

- 2.5.6 Cosham railway station is located approximately c.3.5km to the south of the site and is accessible via local cycle routes. The station provides secure, sheltered cycle parking for a total of 36 spaces. In addition, the no.8 bus service stops in the vicinity of Cosham railway station, allowing users to continue journeys by train.
- 2.5.7 The station provides regular services to a range of local and regional destinations, including Portsmouth, Southampton, Brighton and London. A summary of services available from Cosham railway station is provided in **Figure 2.7**.

Destination	Route Summary	Typical Journey Time	Typical Frequency
Portsmouth Harbour	Cosham – Fratton – Portsmouth and Southsea – Portsmouth Harbour	16 minutes	3 every hour
Southampton Central	Cosham – Portchester – Fareham – Southampton Central	30 minutes	4 every hour
Brighton	Cosham – Havant – Emsworth – Chichester – Barnham – Worthing – Hove – Brighton	1 hour 11 minutes	2 every hour
London Waterloo	Cosham – Havant – Petersfield – Godalming – Guildford – Woking – London Waterloo	1 hour 51 minutes	3 every hour

Figure 2.7: Services Available from Cosham Railway Station

2.6 Collision Data

- 2.6.1 To determine highway safety on the local road network, an assessment of Personal Injury Accidents (PIAs) has been undertaken for a 5-year period from January 2019 to February 2024 using the data acquired from Hampshire Constabulary. The area considered includes the A3 London Road and Mill Road.
- 2.6.2 Patterns displayed in the PIA data can be assessed with regards to their proximity, frequency, severity and incident cause to establish any underlying highway design issues that require a more detailed investigation. Collisions are classified as 'slight', 'serious' or 'fatal', depending on the severity of the injuries sustained. The study area and locations of PIA incidents is displayed on **Figure 2.8**.

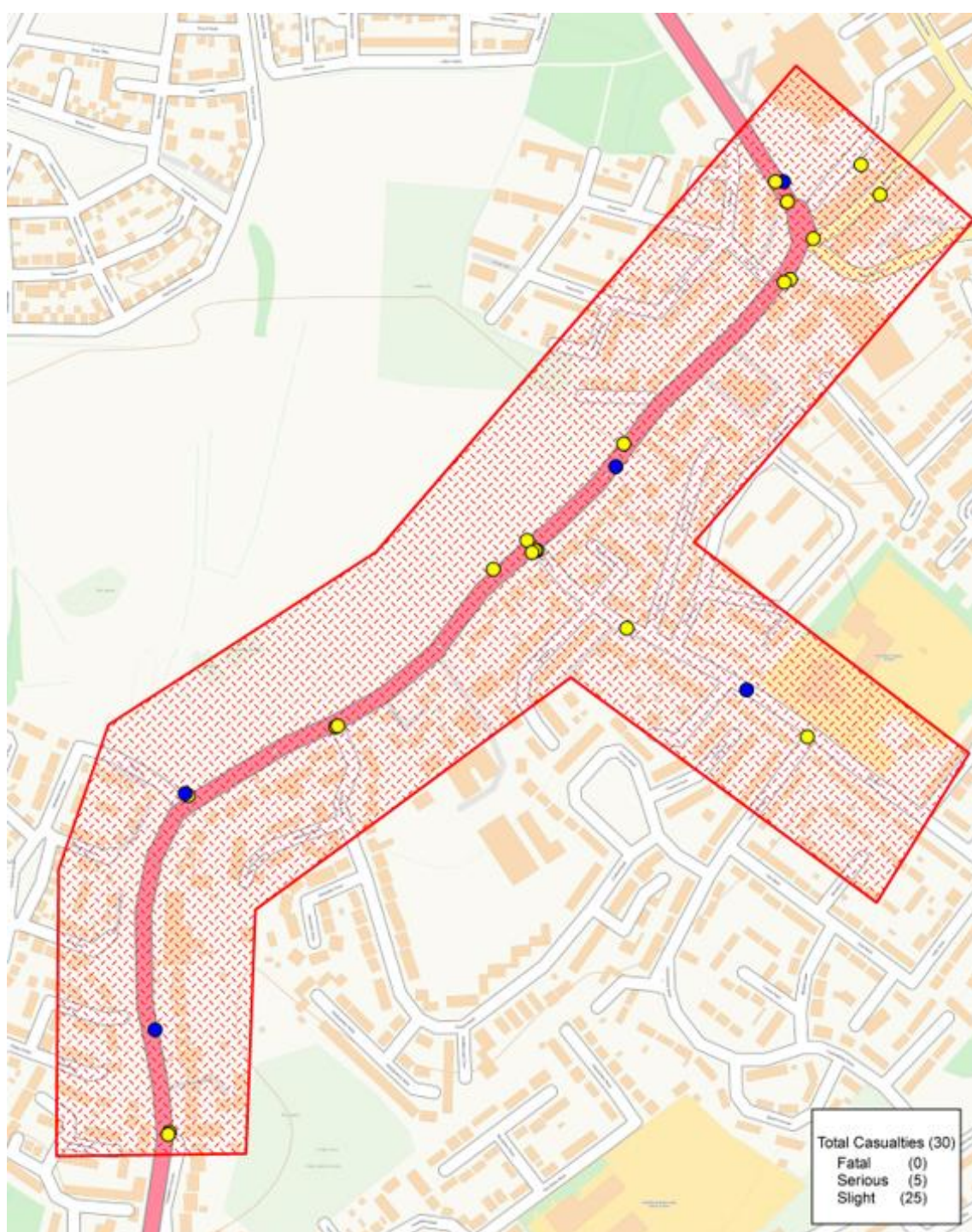


Figure 2.8: PIA Study Area and Distribution

- 2.6.3 A total of 30 incidents were recorded over the five-year study period, comprising 25 'slight' incidents and 5 'serious' incidents. The overall volume of incidents is not considered abnormal given the number of vehicles, pedestrians and cyclists in the vicinity of the site and no incidents were recorded at the site access. The PIA assessment does not identify any highway safety concerns that would be exacerbated by the proposed development. The full PIA data is provided in **Appendix B**.



2.7 Traffic Survey Data

2.7.1 To determine vehicle speeds and traffic volumes on the A3 London Road, a 7-day ATC survey was undertaken by Advanced Traffic Research between the 8th and 14th June 2024. A summary of the survey results is provided in **Figure 2.9**, and the full survey data is attached at **Appendix C**.

Direction	Weekday AADT	HGV %	Average Speed	85 th Percentile Design Speed
Eastbound	10,076	1.2%	27.2mph	30.0mph
Westbound	8,923	1.8%	29.8mph	33.0mph

Figure 2.9: ATC Survey Results



3 PROPOSED DEVELOPMENT

3.1 Overview

- 3.1.1 The proposed development would involve the construction of 120 dwellings, served from a reformed access in the location of the existing access. The proposed layout is shown on **Drawing 2024-6687-000**, and the proposed accommodation schedule is shown in **Figure 3.1**.

Unit Type	No. of Units
1-Bedroom Flat	6
2-Bedroom Flat	22
2-Bedroom House	18
3-Bedroom House	44
4-Bedroom House	21
Total	111

Figure 3.1: Accommodation Schedule

3.2 Vehicle Access

- 3.2.1 Vehicle access to the site would be served from a reformed junction adjoining the A3 London Road in the location of the existing access. The access would comprise of a 6.0m wide bellmouth, supported by 6.0m corner radii, flanked by footways on either side of the carriageway. The proposed access is shown in **Drawing 2024-6687-001**.

Visibility

- 3.2.2 Visibility requirements have been calculated using HCC's Stopping Sight Distance Calculator using the 85th percentile design speeds identified during the 7-day ATC survey (**Section 2.7**). Visibility splays measuring 2.4m x 54.0m to the northeast, and 2.4m x 47.0m to the southwest would be required. The calculator outputs are attached at **Appendix D**, and the required visibility splays, as well as junction approach visibility splays, are achievable as demonstrated in **Drawing 2024-6687-001**.

Vehicle Swept Path Analysis

- 3.2.3 A vehicle swept path analysis has been undertaken reviewing the operation of the site access. The vehicle swept path analysis considers a range of vehicle classes demonstrating the following vehicle manoeuvres:
- Concurrent access and egress by large estate cars and delivery vehicles in **Drawing 2024-6687-002**.
 - Access and egress by a large refuse freighter in **Drawing 2024-6687-003**.



iii. Access and egress by fire tenders in **Drawing 2024-6687-003**.

3.3 Stage 1 Road Safety Audit

3.3.1 The proposed site access has been subject to a Stage 1 Road Safety Audit (RSA) undertaken by Road Safety Answers in October 2024. The audit identified 2 problems with the proposed access arrangement. The problems were agreed, and the recommendations incorporated into the access design. The Stage 1 RSA and RSA Response Report are attached at **Appendix E**.

3.4 Pedestrian Access

3.4.1 Primary pedestrian access to the site would be served from a 2.0m wide footway flanking the southern side of the site access, and 1.5m wide footway flanking the northern side, tying in with the existing footways on the A3 London Road. Pedestrian movements across the site access would be facilitated by a pedestrian crossing supported by dropped kerbs and tactile paving.

3.4.2 In addition, a dedicated 3.0m wide pedestrian access would connect to Brightside to the west of the site. Pedestrian movements throughout the site would be facilitated by a series of internal footways/footpaths, creating good pedestrian permeability.

3.5 Internal Layout

3.5.1 Access road continues into site forming main estate road. The road has a width of 6.0m for the initial c.100m, before reducing to a width of 5.5m for the remainder of the road. The width would allow refuse freighters and car to pass one another for the majority of the access road. At the southern extent of the site, the main estate road would form a loop. The loop would maintain the 5.5m carriageway width, and would eliminate the requirement for large vehicles utilising this road to perform turning manoeuvres.

3.5.2 Three spur roads adjoin the southwest side of the main estate road. The spur roads would have widths of 4.8m, and would include turning heads which can accommodate both refuse freighters and emergency vehicles.

3.6 Servicing Arrangements

3.6.1 Refuse collection would be undertaken within the site. Large refuse vehicles would be comfortably able to access the site, negotiate the internal carriageways, and perform on-site turning manoeuvres as demonstrated in **Drawing 2024-6687-004**.

3.6.2 Bin drag distances for resident and collectors would be within the maximum thresholds set out in MfS (30m for residents, 25m for collectors).



3.7 Emergency Access

3.7.1 Fire tenders (the largest emergency vehicle) would be comfortably able to negotiate the proposed access, and internal roads. In accordance with MfS guidance, the following design compliances are met:

- i. Fire tenders will be able to access within 45.0m of all dwellings.
- ii. Fire tenders could achieve an appropriate level of access without requiring reversing distances greater than 20.0m.
- iii. A minimum width in excess of 3.7m is maintained throughout the site.

3.7.2 A vehicle swept path analysis has been undertaken demonstrating fire tenders negotiating the site in **Drawing 2024-6687-005**.

3.8 Parking Provision

Car Parking

3.8.1 Car parking has been assessed against HBC's car parking standards as set out in HBC's Parking SPD (July 2016 (Partially updated September 2019)). HBC's guidance identifies that garages to the rear of tandem parking spaces should not be counted towards parking provision. As such, the garages for plots 28 – 36 have not been included in the totals. A summary of HBC's standards, the required provision and the proposed provision are provided in **Figure 3.2**.

Unit Type	No. of Units	HBC Car Parking Standard (allocated)		Proposed
		Per Unit	Total Required	
1BF	6	1	6	6
2BF	22	2	44	22
2BH	18	2	36	36
3BH	44	2	88	88
4BH	21	3	63	63
Allocated Total	-	-	237	215
Visitor	-	20%	48	20
Overall Total	111	-	285	235

Figure 3.2: Car Parking Provision

3.8.2 The site proposes a shortfall in parking for the 2-bedroom flats, and for visitors. However, the provision is considered appropriate given the following:

- i. The site is situated in an accessible location, within a comfortable walking distance of a range of amenities including bus stops, schools, a large supermarket, and doctor's surgeries.



- ii. The site is situated on the A3 priority bus corridor, which provides a high frequency of services between Clanfield and Portsmouth.
- iii. The A3 London Road forms part of a local cycle route which provides cycle access throughout the local area, and connects with other local and national cycle routes.
- iv. The site includes affordable housing, which typically generates a lower demand for parking.

3.8.3 Car parking would be provided within a mixture of perpendicular bays, parallel bays, driveways and garages. Car parking spaces would use dimensions of 2.5m x 5.0m for perpendicular bays, 2.0m x 6.0m for parallel bays, 3.0m x 5.0m for driveways and 3.0m x 6.0m for garages. A vehicle swept path analysis has been undertaken demonstrating car parking manoeuvres in **Drawing 2024-6687-006**.

Cycle Parking

3.8.4 Cycle parking would be provided in accordance with HBC's parking standards as set out in HBC's Parking SPD (July 2016 (Partially updated September 2019)). A summary of HBC's standards, the required provision and the proposed provision are provided in **Figure 3.3**.

Unit Type	No. of Units	HBC Cycle Parking Standard		Proposed
		Per Unit	Total Required	
1BF	6	1	6	6
2BF	22	2	42	42
2BH	18	2	36	36
3BH	44	2	88	88
4BH	21	2	42	42
Resident Total	-	-	214	214

Figure 3.3: Cycle Parking Provision

3.8.5 Cycle parking for the houses would be provided within the curtilage of the dwellings, within either garages or secure cycle stores. Cycle parking for the flats would be provided within secure, ground floor communal cycle stores.



4 TRIP GENERATION AND TRAFFIC DISTRIBUTION

4.1 Overview

4.1.1 To assess the traffic impact of the proposals, the TRICS database (version 7.11.3) has been used to anticipate the likely traffic volumes generated by the existing site and the proposed development. The trips associated with each use have then been compared to identify the net trip generation associated with the proposal.

4.2 Existing Site

4.2.1 The existing site comprises of a timber yard, including a retail unit serving both trade and consumer customers. The site includes a number of other buildings, with a combined floor area for all buildings of 5932sqm.

4.2.2 To establish the number of the trips generated by the existing site, surveys within the 'Industrial Unit' category on TRICS have been used. This is considered robust given the site includes a retail element which would likely generate a higher trip rate per sqm. Further, the assessment is based on the floor area of the buildings, whereas the site includes large open areas which are used for storage and processing. The parameters identified in **Figure 4.1** have been used to filter the TRICS database.

TRICS (Version 7.11.3)	
Filtering Parameter:	Criteria Selected:
i. Land use	Employment – Industrial Unit
ii. Regions	England (Excluding Greater London)
iii. Gross Floor Area	1000 to 8000 sqm
iv. Date Range	01/01/15 to 29/06/23
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	1. Suburban Area – 3 survey days 2. Edge of Town – 5 survey days 3. Neighbourhood Centre – 1 survey day
viii. Population Within 1 Mile	1. 5,001 to 10,000 – 1 survey day 2. 10,001 to 15,000 – 3 survey days 3. 15,001 to 20,000 – 1 survey day 4. 20,001 to 25,000 – 1 survey day 5. 25,001 to 50,000 – 3 survey days
ix. Population Within 5 Miles	1. 50,001 to 75,000 – 1 survey day 2. 75,001 to 100,000 – 1 survey day 3. 100,001 to 125,000 – 1 survey day 4. 125,001 to 250,000 – 4 survey days 5. 250,001 to 500,000 – 2 survey days

Figure 4.1: TRICS Filtering Parameters – Existing Site



4.2.3 The TRICS report is attached at **Appendix F**, whilst a summary of the peak hour and daily trip rates, along with the subsequent vehicle movements associated with the existing site is provided in **Figure 4.2**.

Trip Rate per 100sqm			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	0.635	0.083	0.718
PM Peak Hour (17-18)	0.020	0.426	0.446
Daily (12 Hour)	2.837	2.700	5.537
TRICS Vehicle Trip Generation (5932sqm)			
AM Peak Hour (08-09)	38	5	43
PM Peak Hour (17-18)	1	25	26
Daily (12 Hour)	168	160	328

Figure 4.2: Existing Trip Generation

4.3 Proposed Development

4.3.1 To establish the number of the trips generated by the new dwellings, the parameters identified in **Figure 4.3** have been used to filter the TRICS database. The assessment takes into account the mixture of houses and flats, and the mixture of private market dwellings and affordable dwellings.

TRICS (Version 7.11.3)	
Filtering Parameter:	Criteria Selected:
i. Land use	Residential – Mixed Private/Affordable Housing
ii. Regions	England (Excluding Greater London)
iii. No. of Dwellings	50 – 300 dwellings
iv. Date Range	01/01/16 to 12/03/24
v. Count Type	Manual
vi. Selected Days	Weekdays
vii. Selected Locations	1. Edge of Town – 8 survey days 2. Neighbourhood Centre – 2 survey days
viii. Population Within 1 Mile	1. 5,001 to 10,000 – 5 survey days 2. 10,001 to 15,000 – 5 survey days
ix. Population Within 5 Miles	1. 50,001 to 75,000 – 2 survey days 2. 75,001 to 100,000 – 3 survey days 3. 100,001 to 125,000 – 1 survey days 4. 125,001 to 250,000 – 4 survey days

Figure 4.3: TRICS Filtering Parameters – Proposed Development

4.3.2 The TRICS report is attached at **Appendix G**, whilst a summary of the peak hour and daily trip rates, along with the subsequent vehicle movements associated with the proposed development is provided in **Figure 4.4**.



Trip Rate per Dwelling			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	0.167	0.333	0.500
PM Peak Hour (17-18)	0.267	0.153	0.420
Daily (12 Hour)	2.008	2.018	4.026
TRICS Vehicle Trip Generation (111 Dwellings)			
AM Peak Hour (08-09)	19	37	56
PM Peak Hour (17-18)	30	17	47
Daily (12 Hour)	223	224	447

Figure 4.4: Proposed Trip Generation

4.4 Net Trip Generation

4.4.1 The trip generations associated with the existing site and the proposed development have been compared in **Figure 4.5** to establish the net trip impact associated with the development.

Trip Rate per Dwelling			
Time Period	Arrivals	Departures	Two-way Total
AM Peak Hour (08-09)	-19	32	13
PM Peak Hour (17-18)	29	-8	21
Daily (12 Hour)	55	64	119

Figure 4.4: Net Trip Generation

4.4.2 As shown in **Figure 4.5**, the development would result in 119 additional vehicle trips, including 13 trips in the AM peak hour, and 21 trips in the PM peak hour.

4.4.3 As set out in **Section 4.2.2**, the assessment of vehicle trips generated by the existing site is considered robust, and as such the net trip generation associated with the proposed development would likely be lower in reality.

4.5 Development Traffic Distribution

4.5.1 To determine the north/south distribution of development traffic, data has been gathered from the 2011 census 'Location of usual residence and place of work' dataset, which identifies workplace destinations for residents of a particular area (super output areas – lower level). For the purposes of this assessment, data has been gathered for residents of the Havant 005A and 005B output areas.

4.5.2 Data was also gathered for 'Location of usual residence and place of work by method of travel to work' dataset which identifies workplace destinations for residents of a particular area, as well as the method of travel used (down to super output areas – middle level), allowing the percentage of residents driving to particular workplace destinations to be calculated. The census data is attached at **Appendix H**.



- 4.5.3 Using the census data, trips to/from each site have been assigned to key traffic routes based on typical journey times as calculated using Geographic Information System (GIS) algorithms. The north/south distribution, and the anticipated turning movements in the AM and PM peak hours is shown on diagrams at **Appendix I**.



5 JUNCTION CAPACITY MODELLING

5.1 Overview

- 5.1.1 A junction capacity modelling assessment has been undertaken for the site access using PICADY. The assessment considers a future year scenario of 2036 (end of HBC's withdrawn Local Plan).

5.2 Baseline/Future Traffic Flows

- 5.2.1 The baseline traffic flows were obtained from the 7-day ATC surveys undertaken on the A3 London Road (**Section 2.7**). Future traffic flows (2036) were calculated by multiplying the baseline flows by TEMPro growth factors for MSOA Havant 005, as set out below. The full TEMPro output is attached at **Appendix J**.

- i. 2024-2036 AM: 1.0460
- ii. 2024-2036 PM: 1.0457

5.3 Site Access Assessment

- 5.3.1 A summary of the modelling results for the site access is provided in **Figure 5.1**, and the full PICADY report is attached at **Appendix K**.

Stream	AM Peak Hour			PM Peak Hour		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
2036 Traffic + Proposed Development						
Stream B-AC	0.1	12.39	0.12	0.1	12.24	0.06
Stream C-AB	0.1	3.67	0.06	0.2	3.81	0.10

Figure 5.1: Summary of PICADY Results – Site Access

- 5.3.2 The PICADY assessment of the site access revealed a maximum RFC value of 0.12 on the site access in the AM peak hour. The model revealed maximum queue lengths below 1 for both periods, with a maximum delay of 12.39 seconds identified on the site access in the PM peak hour. The results demonstrate that the site access would operate comfortably within capacity in the future year scenario.



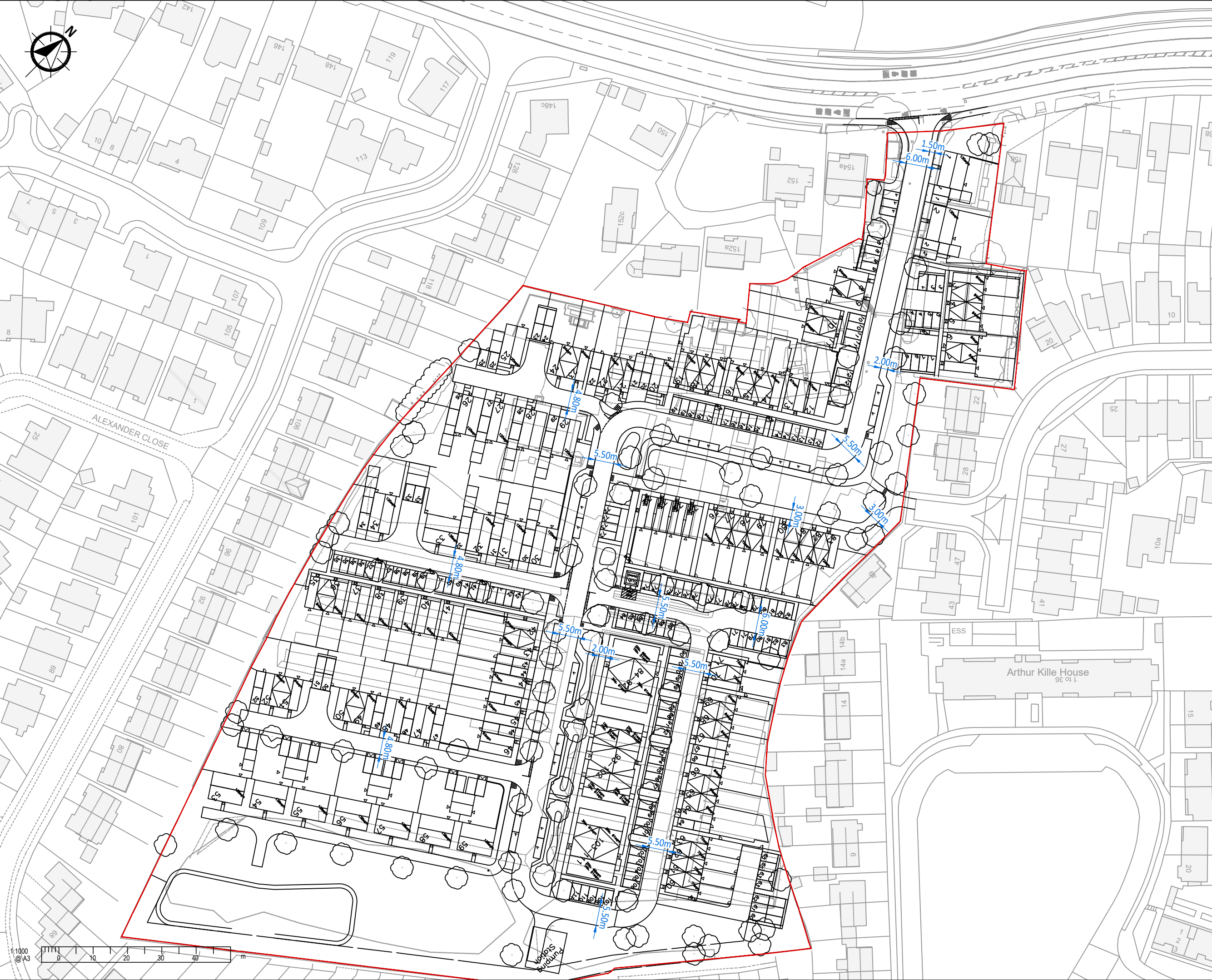
6 SUMMARY AND CONCLUSIONS

- 6.1.1 This TA has been prepared by Bright Plan on behalf of Foreman Homes to support a planning application at 154 London Road, Purbrook. The findings from this report are as follows:
- i. The site currently comprises of a timber yard, including a retail unit at the front of the site serving both trade and consumer customers.
 - ii. The proposed development would involve the construction of 111 dwellings, served from a reformed access in the location of the existing access.
 - iii. The site is situated in an accessible location, within walking / cycling distance of local services and amenities, and with good access to the A3 priority bus corridor.
 - iv. An assessment of PIA data showed no pattern of incidents in terms of distribution, frequency or severity that would be of concern in terms of highway safety.
 - v. Vehicle access to the site would be served from a reformed access in the location of the existing access. The access geometries are appropriate to serve all vehicles anticipated to visit the site.
 - vi. Visibility splays based on recorded 85th percentile design speeds are achievable from the site access, however visibility in excess of these splays is also achievable.
 - vii. Refuse freighters are able to access the site and perform on-site turning manoeuvres. Bin drag distances for residents and collectors would be within the thresholds set out in MfS.
 - viii. The site would provide a shortfall in car parking compared to HBC's car parking standards, however this is considered appropriate given the site's accessible location, within walking distance of a range amenities, and with good access to the A3 priority bus corridor.
 - ix. Residential cycle parking would be provided in accordance with HBC's residential cycle parking standards.
 - x. A vehicle trip generation assessment has been undertaken using the TRICS database, suggesting that the proposed development would result in an additional 155 daily two-way vehicle movements, including 17 during the network's AM peak traffic hour, and 24 during the PM peak traffic hour.
 - xi. A junction capacity modelling assessment of the proposed site access has been undertaken, demonstrating that the junction would operate well within capacity in the future year scenario.



DRAWINGS

2024-6687-000	Site Overview
2024-6687-001	Access Overview and Visibility Splays
2024-6687-002	Estate Car and Van Access and Egress
2024-6687-003	Fire Tender and Refuse Freighter Access and Egress
2024-6687-004	Refuse Freighter and Car Passing
2024-6687-005	Emergency Servicing
2024-6687-006	Car Parking
2024-6687-007	Internal Visibility Splays
2024-6687-008	Parking Allocation



- A3
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Application Boundary

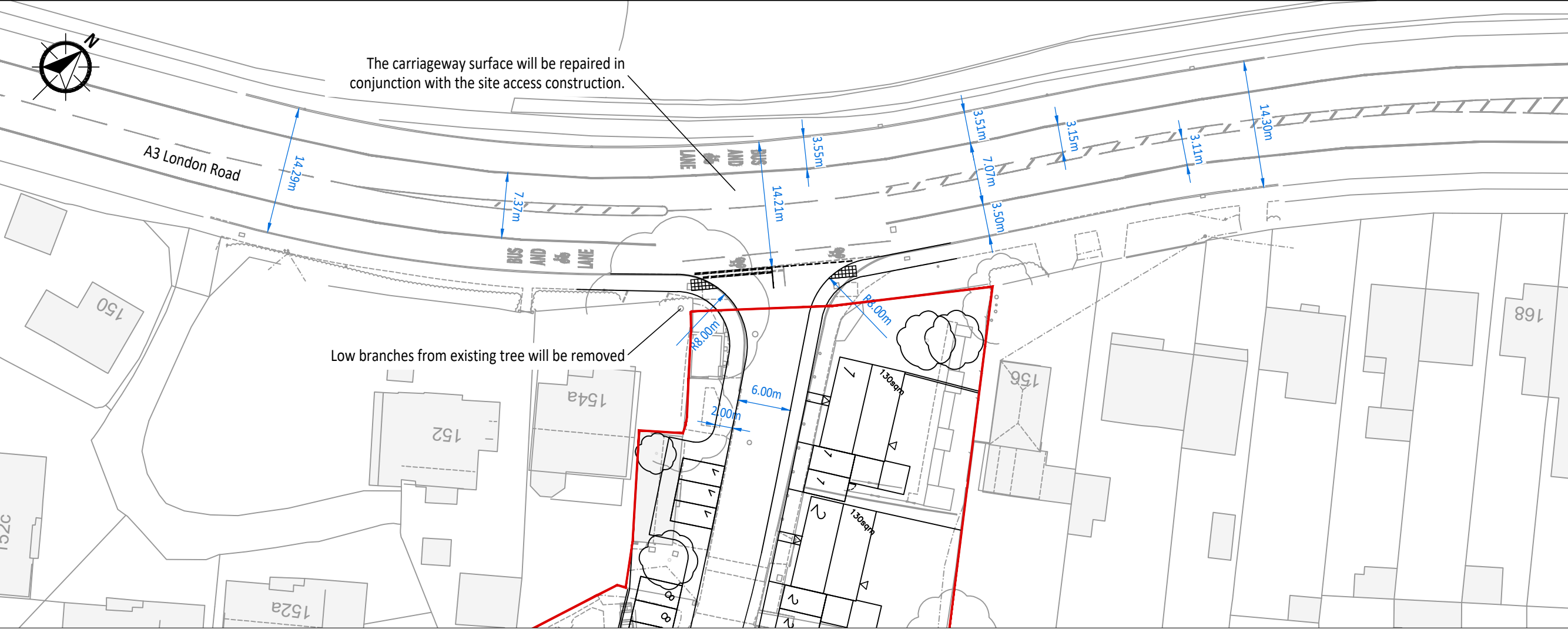
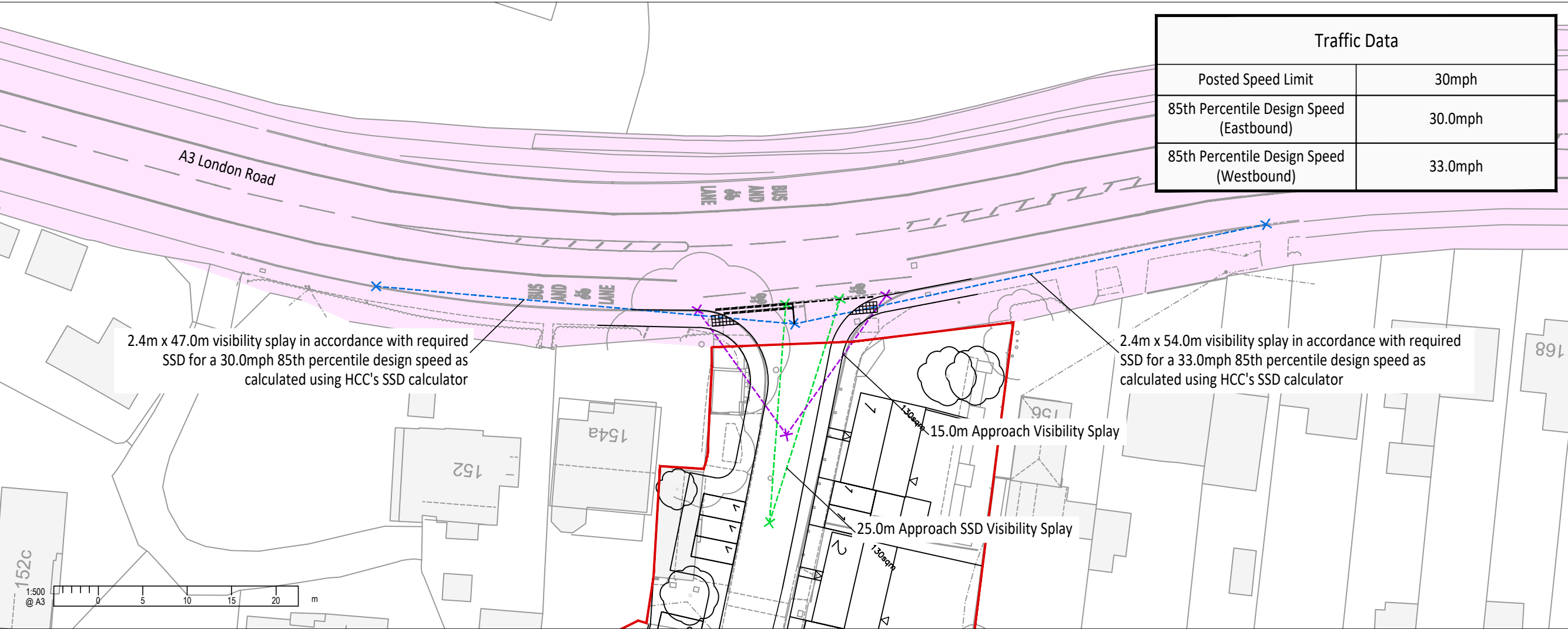
Existing Road Markings

B	Revised Layout	26/01/2026
A	Revised Layout	11/10/2024
-	Original Issue	02/10/2024
Rev.	Amendments	Date



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Drawing Status	Planning		
Client	Foreman Homes		
Project	154 London Road, Purbrook		
Drawing Title	Site Overview		
Scale	1:1000	Date	Jan 25
Drawn by	SMO	Checked by	ALB
Drawing No.	2024-6687-000		Rev.
		B	



Traffic Data	
Posted Speed Limit	30mph
85th Percentile Design Speed (Eastbound)	30.0mph
85th Percentile Design Speed (Westbound)	33.0mph

- A3**
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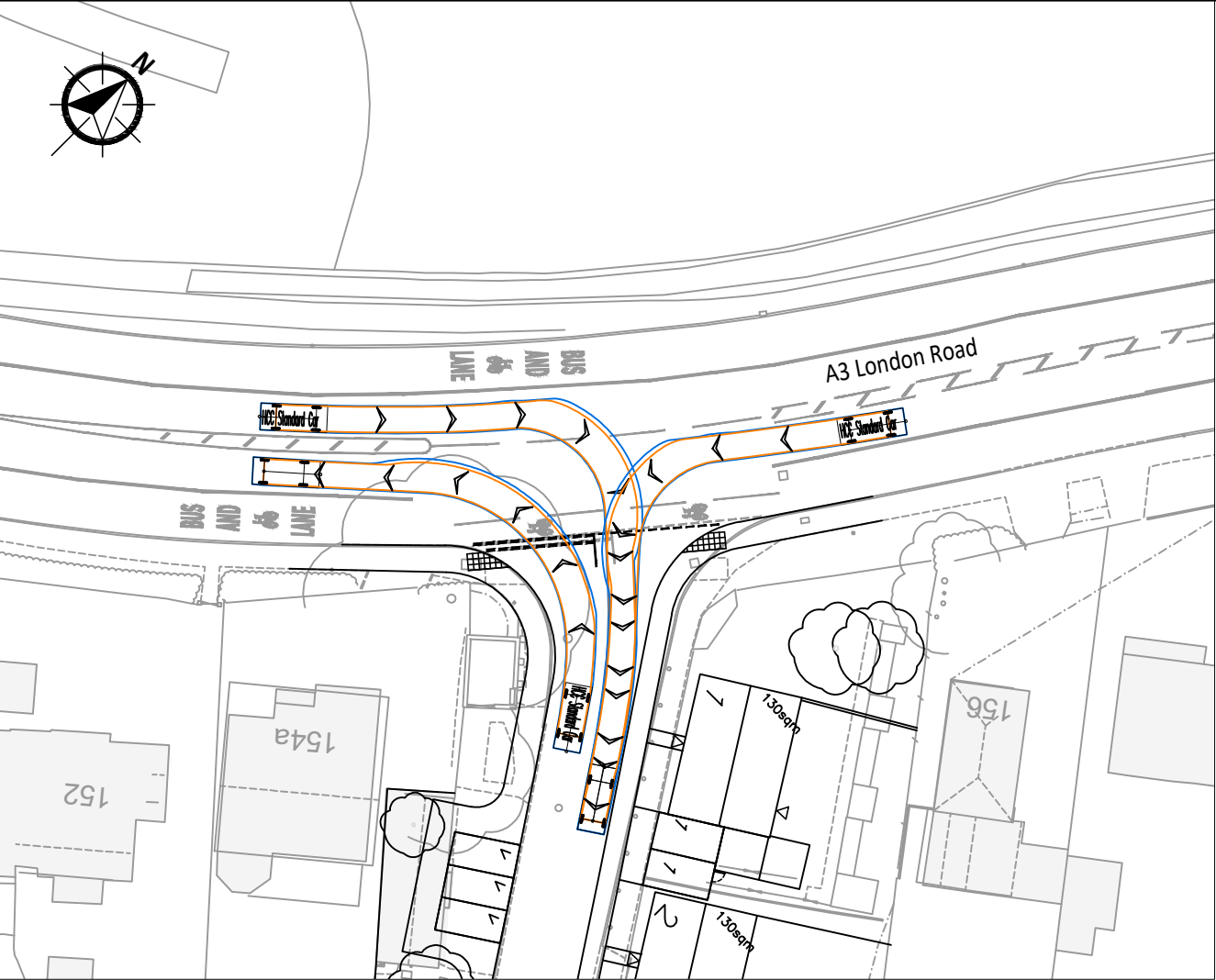
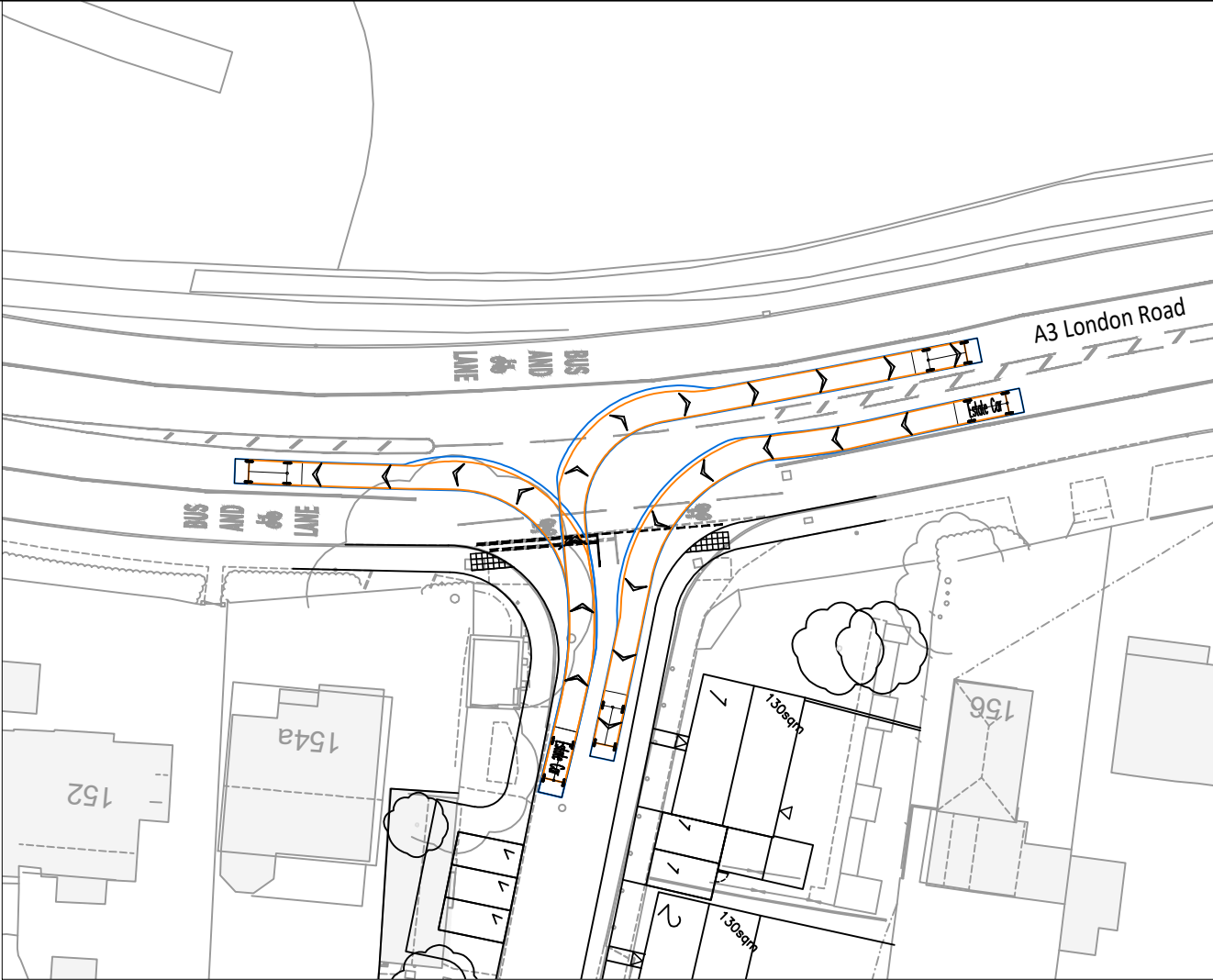
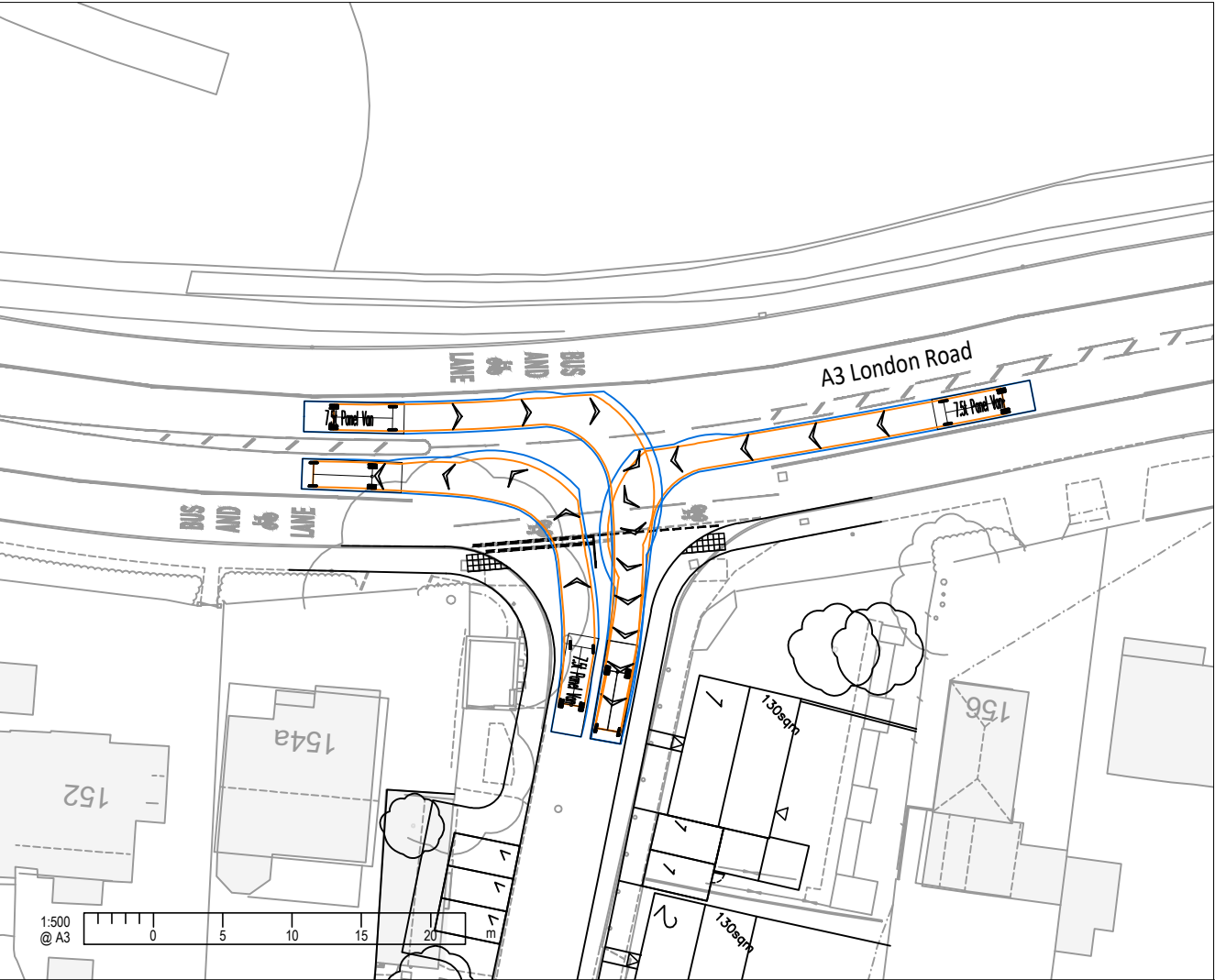
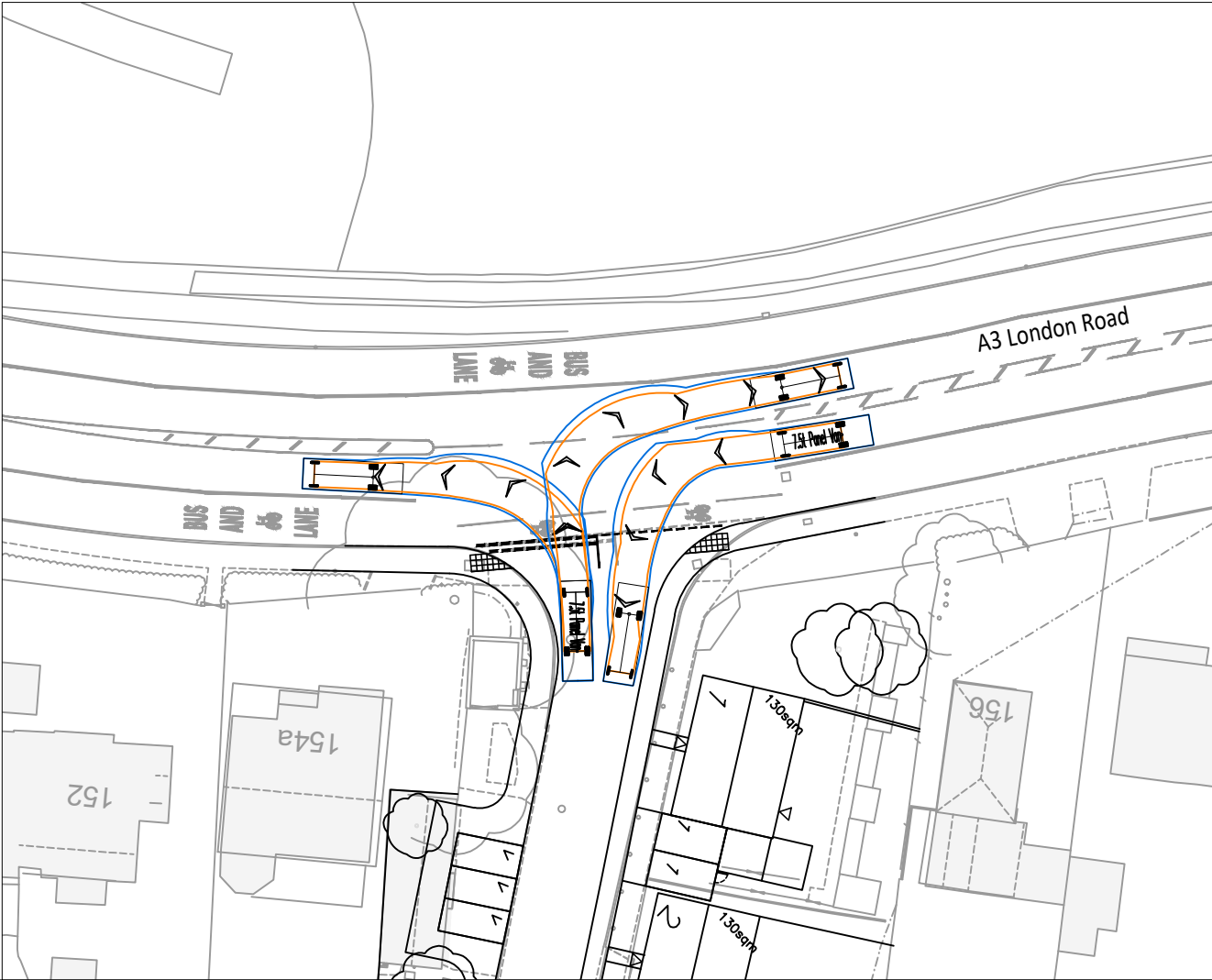
- Application Boundary
- Existing Road Markings
- Priority Junction Visibility Splay
- Priority Junction Approach SSD Visibility
- Priority Junction Approach Visibility
- Public Highway

C	Revised Layout	28/01/2026
B	Revised Layout	14/10/2024
A	Revised Layout	02/10/2024
-	Original Issue	02/08/2024
Rev.	Amendments	Date



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Drawing Status		Draft	
Client			
Foreman Homes			
Project			
154 London Road, Purbrook			
Drawing Title			
Access Overview and Visibility Splays			
Scale	Date	Drawn by	Checked by
1:500	Jan 26	EMH	SMO
Drawing No.			Rev.
2024-6687-001			C



- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing

HCC Standard Car
Overall Length 4.890m
Overall Width 1.940m
Overall Body Height 1.452m
Min Body Ground Clearance 0.217m
Max Track Width 1.817m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 4.950m

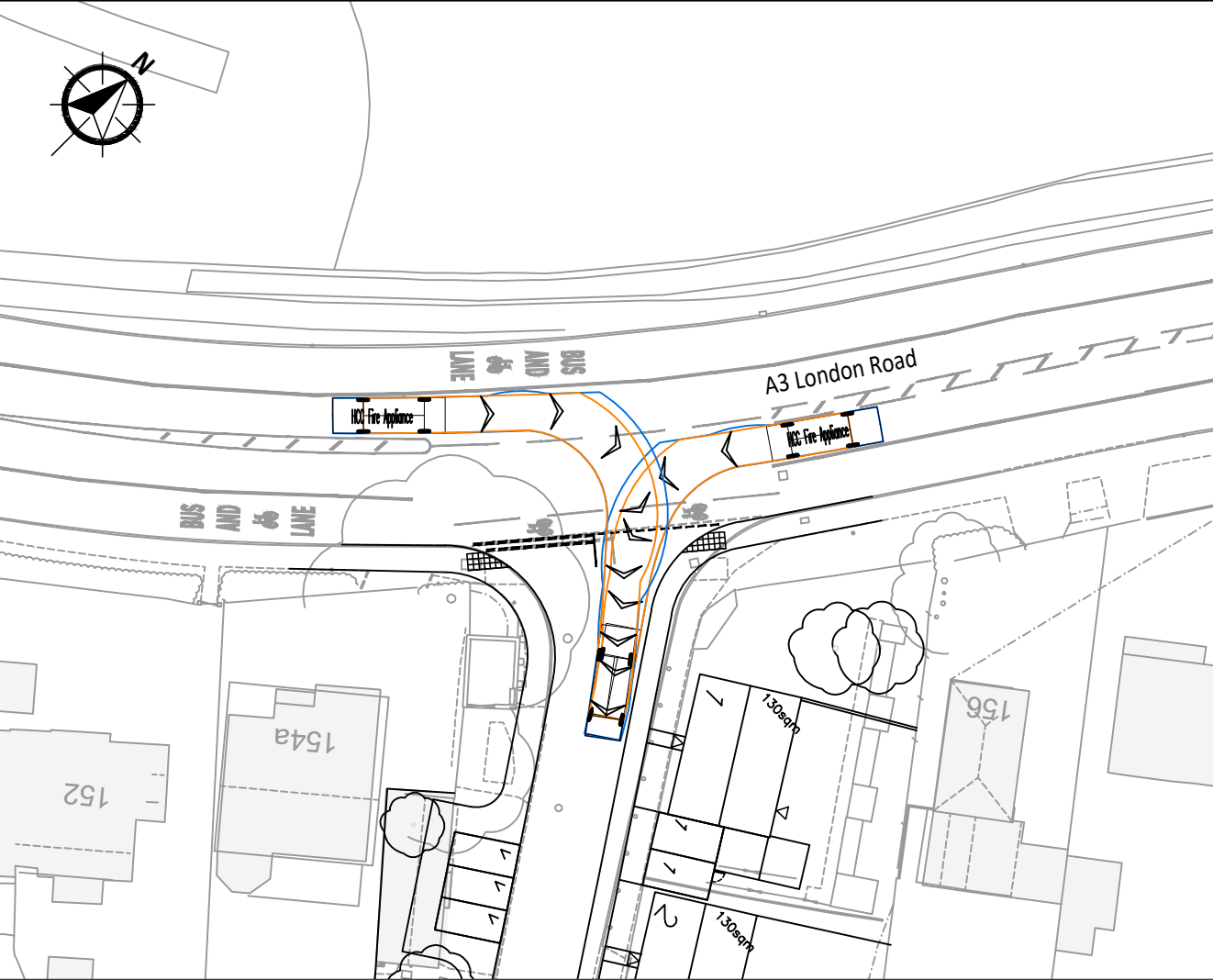
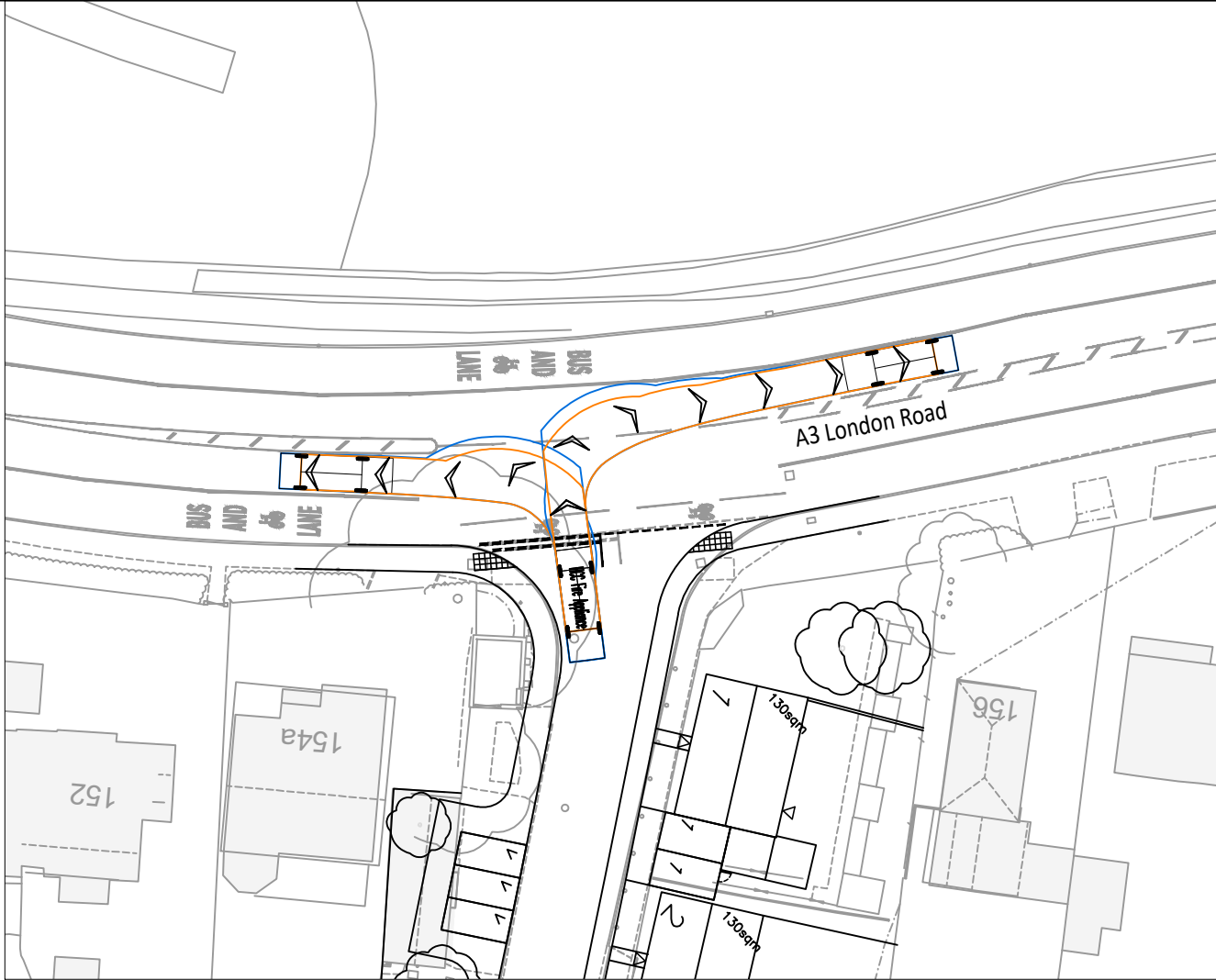
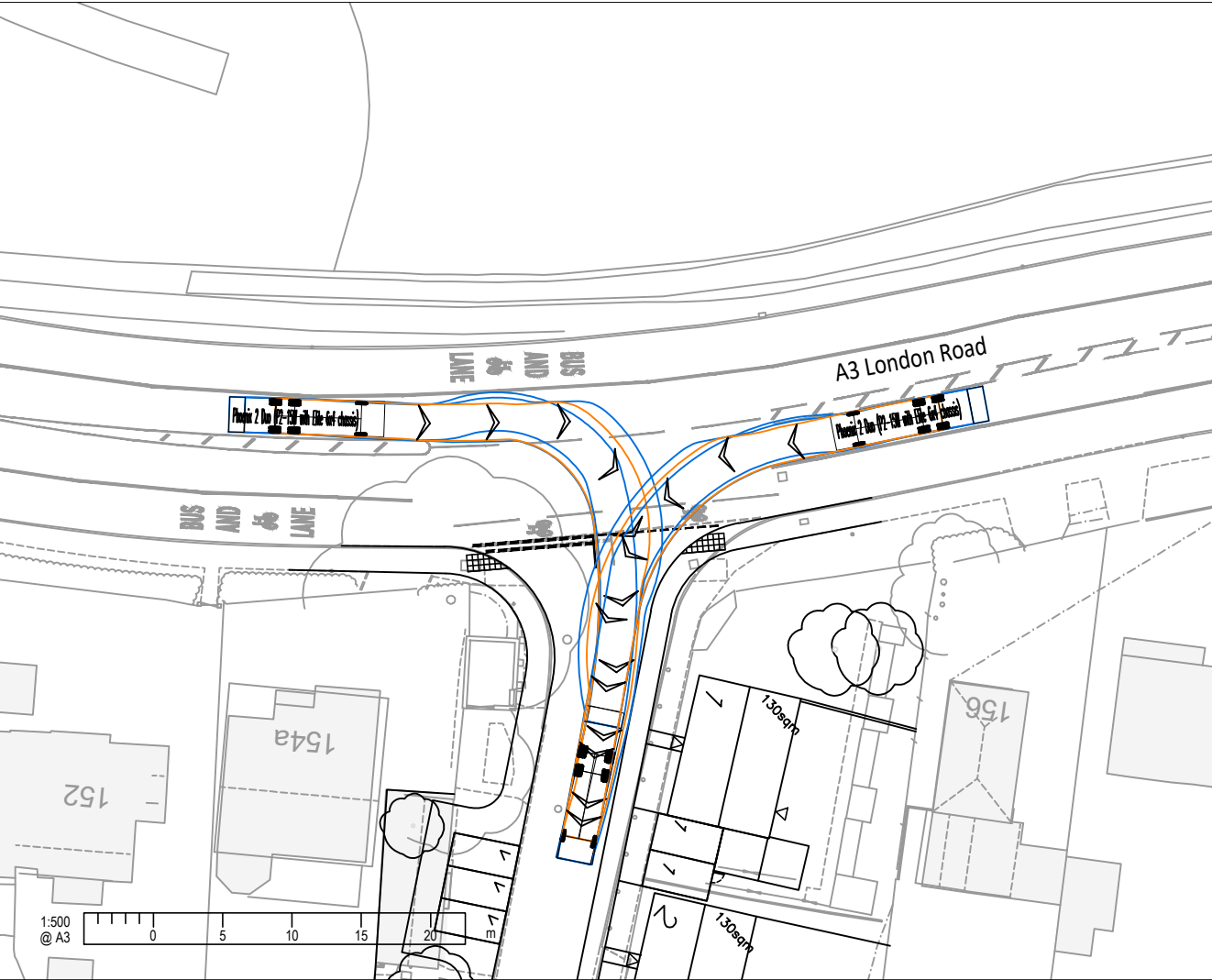
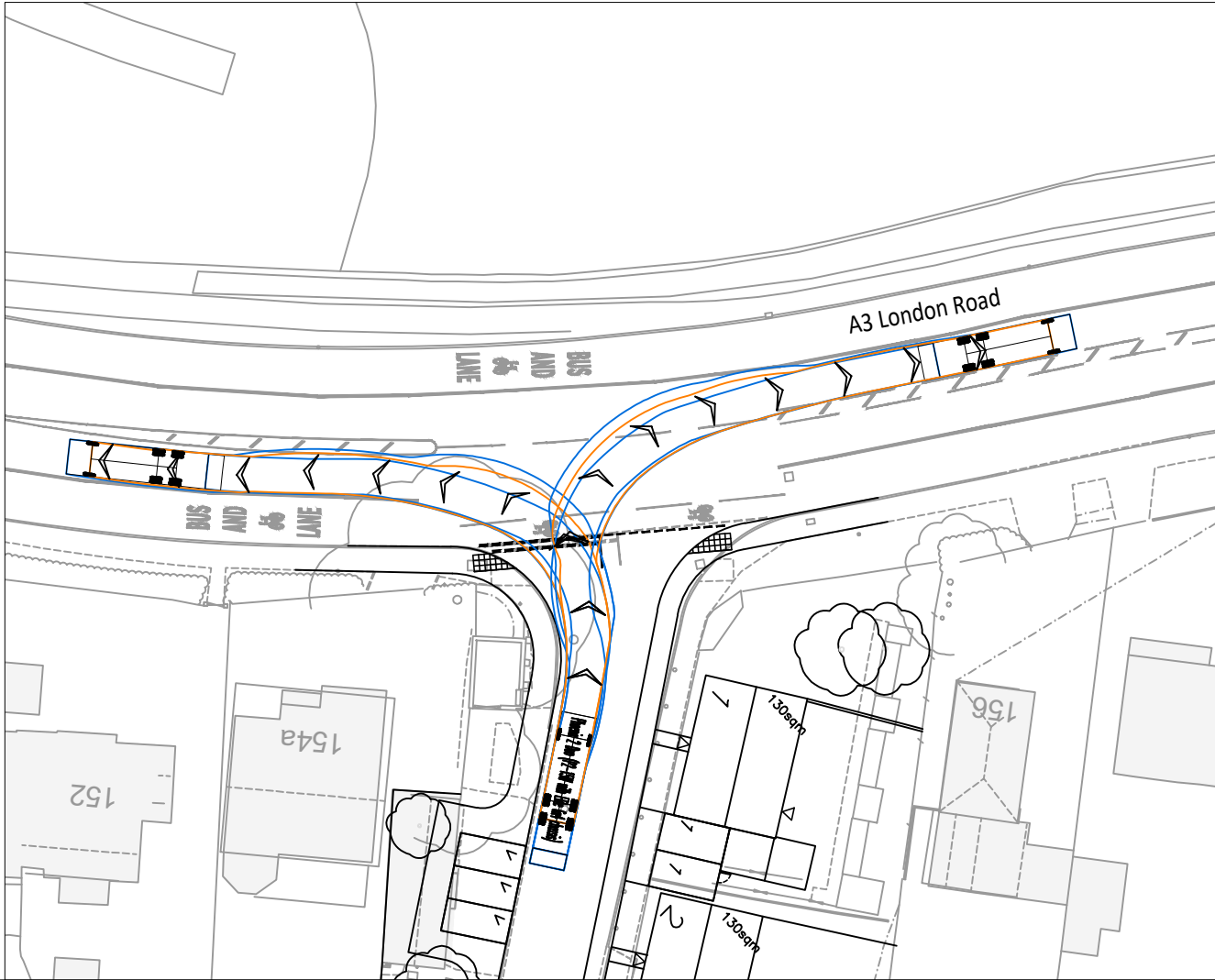
7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

B	Revised Layout	28/01/2026
A	Revised Layout	02/10/2024
-	Original Issue	02/08/2024
Rev.	Amendments	Date



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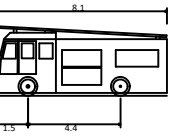
Drawing Status		Draft	
Client			
Foreman Homes			
Project		154 London Road, Purbrook	
Drawing Title			
Estate Car and Van Access and Egress			
Scale	Date	Drawn by	Checked by
1:500	Jan 26	EMH	SMO
Drawing No.			Rev.
2024-6687-002			B



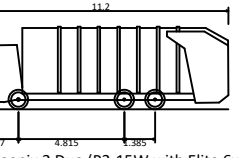
- A3**
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Existing Road Markings

-Swept Path-
Wheel Track
Over Swing



HCC Fire Appliance
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.600m



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

B	Revised Layout	28/01/2026
A	Revised Layout	02/10/2024
-	Original Issue	02/08/2024
Rev.	Amendments	Date



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Drawing Status	Draft		
Client	Foreman Homes		
Project	154 London Road, Purbrook		
Drawing Title	Fire Tender and Refuse Freightier Access and Egress		
Scale	1:500	Date	Jan 26
Drawn by	EMH	Checked by	SMO
Drawing No.	2024-6687-003		Rev. B



- A3
1.

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2.

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3.

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4.

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5.

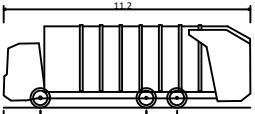
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Existing Road Markings

-Swept Path-

Wheel Track

Over Swing



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length11.200m

Overall Width2.530m

Overall Body Height3.751m

Min Body Ground Clearance0.304m

Track Width2.500m

Lock to lock time4.00s

Kerb to Kerb Turning Radius9.500m



HCC Standard Car

Overall Length4.890m

Overall Width1.940m

Overall Body Height1.452m

Min Body Ground Clearance0.217m

Max Track Width1.817m

Lock to lock time4.00s

Kerb to Kerb Turning Radius4.950m

A	Revised Layout	28/01/2026
-	Original Issue	02/10/2024
Rev.	Amendments	Date



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Drawing Status		Draft	
Client		Foreman Homes	
Project		154 London Road, Purbrook	
Drawing Title		Refuse Freighter and Car Passing	
Scale	Date	Drawn by	Checked by
1:1000	Jan 26	EMH	SMO
Drawing No.		Rev.	
2024-6687-004		A	



- A3**
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Existing Road Markings
Distance to Building Entrance
-Swept Path-
Wheel Track
Over Swing

HCC Fire Appliance
Overall Length 8.100m
Overall Width 2.550m
Overall Height 3.300m
Min Body Ground Clearance 0.140m
Track Width 2.550m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.600m

A	Revised Layout	28/01/2026
-	Original Issue	02/10/2024
Rev.	Amendments	Date



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Drawing Status	Draft
Client	Foreman Homes
Project	154 London Road, Purbrook
Drawing Title	Emergency Servicing
Scale	1:1000
Date	Jan 26
Drawn by	EMH
Checked by	SMO
Drawing No.	2024-6687-005
Rev.	A