

Site: Parkway Dentalcare, 100 Bedhampton Road, Havant, PO9 3EZ
Prepared by: EF
Approved by: DM
Date: 3rd July 2026

1.0 Introduction

- 1.1 This Highways Technical Note has been prepared on behalf of Parkway Dental Care to accompany a planning application for the proposed extension of the existing dental practice located at 100 Bedhampton Road, Havant PO9 3EZ (herein referred to as 'the site'). This report will consider the highways and transportation aspects associated to the site.
- 1.2 The site is located approximately 1.3 kilometres west of Havant town centre. The site benefits from close proximity to the A27 to the south and the A3(M) to the west as well as to public transport infrastructure. The site is located within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC).
- 1.3 The site is currently a dental clinic with access provided from Lester Avenue. There is a pre-existing patient car park provided at the front of the site and a staff car park provided to the rear of the site. The staff car park includes tandem parking provisions and is managed by the dental practice. There is currently provision for circa 9 patient car parking spaces for patients in an informal arrangement. The proposals seek planning permission for a ground floor extension to provide additional staff wellbeing facilities. There would be no change in staff or patient numbers as a result of the development proposals.
- 1.4 The site has previously been granted planning consent for the extension of the site to provide an additional 2 consulting rooms as well as an increase in staff (Reference: APP/23/01035). Within this application, HCC, acting as the Highway Authority, raised no objection on the premise that there was no change to the access arrangements to the site.
- 1.5 Following this introduction, this Highways Technical Note will be structured as follows:
 - ▶ Section 2 demonstrates the existing conditions at the site;
 - ▶ Section 3 details the development proposals for the site;
 - ▶ Section 4 provides an assessment of the car parking demand at the site;
 - ▶ Section 5 provides details of mitigation strategies which would be implemented by the dental practice upon planning permission be granted; and,
 - ▶ Section 6 provides a summary and conclusion based on the key findings of this Highways Technical Note.

2.0 Baseline Conditions

Overview

- 2.1 To put the site into context, a detailed review of the study area has been carried out. This section summarises this review and refers to the location of the site, along with the accessibility of the site by different modes of transport.

Site Details

- 2.2 The site is located on the western side of Lester Avenue, at the junction with Bedhampton Road, and is located approximately 1.3 kilometres west of Havant town centre. The site benefits from close proximity to the A27 to the south and the A3(M) to the west as well as to public transport infrastructure. The site benefits from two separate vehicular accesses onto Lester Avenue to serve patient and staff parking areas respectively. The location of the site is illustrated in Figure 2.1 below.

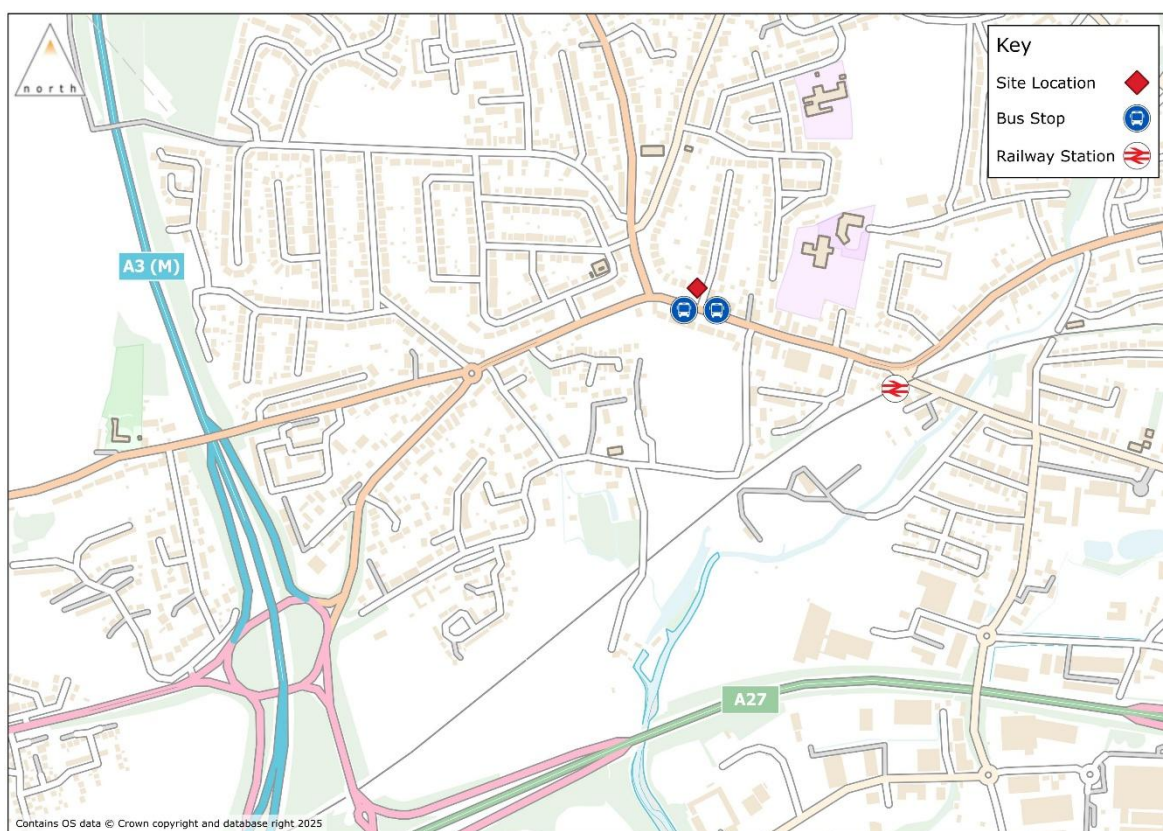


Figure 2.1: Site Location

Existing Highway Network

- 2.3 Lester Avenue is a two-way, single carriageway, cul-de-sac road subject to a 30mph speed limit. Lester Avenue is aligned to a north to south axis. To the south, Lester Avenue provides a connection to Bedhampton Road via a priority junction. Lester Avenue is bound on both sides by unrestricted on street parking. A restricted bay is provided adjacent to the site on the eastern side of Lester Avenue permitting 30 minutes of parking between 08:00-18:00 Monday to Saturday.
- 2.4 Bedhampton Road is a two-way, single carriageway road subject to a 30mph speed limit. Bedhampton Road is aligned to a general east to west axis. To the east, Bedhampton Road provides a connection towards Havant town centre. To the west, Bedhampton Road provides a connection towards A3(M) and A27 for connections

to the wider highway network. Bedhampton Road is bound on both sides by double yellow line parking restrictions as well as designated on-street bays with time restrictions enforced. These restrictions range from 30 minutes to 2 hours between 08:00-18:00 Monday to Saturday.

Road Safety Review

- 2.5 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the site has been acquired from Collision Plot for the most recently available 5-year period (January 2019 – December 2024).
- 2.6 Analysis has been undertaken to determine if there are any trends in the type or location of collisions along Lester Avenue and Bedhampton Road within a 50 metre radius of the priority junction between the two roads. This review has highlighted that no incidents have been reported within the study area demonstrating that there is no pre-existing highways safety concern surrounding the access.

Accessibility of the Site by Non-Car Modes

- 2.7 Planning policy dictates the need for development sites to be accessible by sustainable travel methods, with a particular focus placed on the accessibility of a site by active travel methods. As a result, a review has been undertaken surrounding the accessibility of the site by active travel and wider sustainable transport methods.

Accessibility on Foot

- 2.8 Lester Avenue is bound on both sides by lit footways with dropped kerbs provided at crossing points. Bedhampton Road is also provided with lit footways on both sides with dropped kerbs and tactile paving provided to assist crossing. At the junction between Lester Avenue and Bedhampton Road, dropped kerbs and tactile paving are provided for footway users to safely cross the road.
- 2.9 Bedhampton Road has continuously lit footways on both sides with dropped kerbs and tactile paving, to assist crossing, present at the junction with Lester Avenue. Approximately 20 metres east of the site, there is a pedestrian refuge crossing island with level access to assist in crossing. Approximately 60 metres west of the site, there are signalised pelican crossings with dropped kerbs and tactile paving. Signalised crossings are provided approximately 80 metres west of the site and 130 metres east of the site along Bedhampton Road further assisting accessibility for footway users. Permeability is achieved towards public transport infrastructure with continuous provisions provided to both bus stops and local railway stations.

Accessibility by Cycle

- 2.10 Although no on street cycle infrastructure is provided along Lester Avenue or Bedhampton Road, the low speed limit and residential nature of the surrounding area ensures that the local highway network can be deemed suitable for cycling.
- 2.11 The site is located within close proximity of the Havant Borough Cycle Network which provides a cycle route within the wider Havant Area. The National Cycle Network (NCN) routes 2, 22, and 222 are also located within close proximity of the site. These provide connections to the surrounding residential and commuter areas and provide permeability to the wider cycle network for onward connectivity by cycle.

Accessibility by Bus

- 2.12 The closest bus stops to the site are located within the immediate vicinity of the site along Bedhampton Road, equivalent to a 1-2 minute walk. These bus stops are provided with a flagpole containing timetable information, a shelter, and seating. These stops are served by the 23 service, operated by Stagecoach South. A summary of the route and service frequency for the 23 is provided below in Table 2.1.

Service	Route	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
23	Havant – Bedhampton – Cosham – North End – Portsmouth – Southsea	1 every 10 minutes	1 every 10 minutes	1 every 10 minutes
*Information is correct at the time of writing				

Table 2.1: Local Bus Services

- 2.13 Table 2.1 demonstrates that patients and staff would benefit from a regular bus service acting to serve the surrounding residential and commuter area. This service also provides a connection to additional sustainable transport opportunities for onward travel connectivity.

Accessibility by Rail

- 2.14 The closest railway station to the site is Bedhampton railway station located approximately 400 metres east of the site, equivalent to a 6-minute walk or 2-minute cycle. Bedhampton railway station is served by the South Western Railway network and benefits from step-free access to all platforms and 20 sheltered cycle parking spaces monitored by CCTV. A summary of the direct rail services operating from Bedhampton railway station is shown below in Table 2.2.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Portsmouth Harbour	Bedhampton – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour	1 every hour	1 every hour	1 every hour
Portsmouth & Southsea	Bedhampton – Hilsea – Fratton – Portsmouth & Southsea	No direct terminating service		1 every hour
London Waterloo	Bedhampton – Havant – Rowlands Castle – Petersfield – Liss – Liphook – Haslemere – Godalming – Farncombe – Guildford – Woking – London Waterloo	1 every hour	1 every hour	1 every hour
*Information is correct at the time of writing				

Table 2.2: Direct Rail Services

- 2.15 Table 2.2 demonstrates that patients and staff benefit from access to regular rail services providing access to the surrounding residential and commuter area. In addition, these services provide connections to transport hubs for onward connectivity to the wider sustainable transport network for onward travel.

Summary

- 2.16 The above review has demonstrated that there is no pre-existing highways safety concern surrounding the site access points and that the site is located within a sustainable location with good accessibility to active travel and public transport infrastructure.

3.0 Development Proposals

- 3.1 The following section provides details of how the site is to be developed along with details of the site access and servicing requirements. The proposals seek planning permission for a ground floor extension at the rear of the site to provide additional staff wellbeing areas and replace the existing shipping container undertaking this role. The proposed site layout plan is attached at **Appendix A**.

Access Arrangements

- 3.2 The site benefits from two existing vehicular access points onto Lester Avenue. These are formed as vehicle crossovers. The southernmost point provides access to the patient car parking provision whilst the northernmost point provides access to the staff car parking provision. A segregated pedestrian access is provided onto Bedhampton Road at the southern extent of the site. There is no proposed change to the access arrangements at the site as a result of the development proposals.

Car Parking Provision

- 3.3 The site currently has two car parks, one of which is designated for staff use and the other for patients. The staff car park is managed by the dental practice and utilises tandem parking to ensure that staff members park on-site rather than on-street. This was deemed as appropriate within the previously consented planning application (Reference: APP/23/01035).
- 3.4 The existing provision has space for 9 vehicles with triple tandem parking utilised. As part of the development proposals, this provision would be reduced to 6 vehicles utilising double tandem parking and would continue to be managed by the dental practice.
- 3.5 The loss of 3 staff parking spaces is assessed within the following section of this report.
- 3.6 The patient car park currently has provision for circa 9 car parking spaces, although the bays are not marked out and can differ in capacity depending upon how patients park. This provision was deemed acceptable within the previously consented planning application (Reference: APP/23/01035). It is proposed that this provision is retained as part of the development proposals.

Cycle Parking Provision

- 3.7 The minimum cycle parking standards for the site are set out within the HBC Parking Supplementary Planning Document, adopted in July 2016 and partially updated in September 2019. The long-stay cycle parking standard for dentists is set as 1 space per 6 staff whilst the short-stay cycle parking standard is for there to be 1 stand per consulting room.
- 3.8 The site is currently formed with 6 consulting rooms and is served by a Full Time Equivalent (FTE) staff number of 13.1. There is currently no cycle parking provided at the site.
- 3.9 As part of the development proposals, it is proposed that 2 new dedicated staff cycle parking Sheffield stands are provided at the site. This provides a provision of 4 dedicated staff cycle parking spaces at the site. In addition, space would be provided within the site for staff to park their cycle inside if desired with this proposed to be managed by the dental practice as required. This proposed long-stay provision ensures accordance with HBC standards.
- 3.10 It is also proposed that 3 Sheffield stands are provided at the site to provide 6 short-stay cycle parking spaces at the site. This ensures accordance with the HBC standards.

Servicing and Emergency Access

- 3.11 All servicing and emergency access to the site currently occurs on street. It is proposed that this arrangement would be retained as part of the development proposals.

Summary

- 3.12 The above review has demonstrated that there is no proposed change to the existing access arrangements or patient car parking provision at the site. The staff car parking provision would undergo a minimal decrease however use would continue to be managed by site management. Cycle parking is proposed at the site to accord with HBC guidance. There would be no change to the proposed servicing and emergency access strategy for the site.

4.0 Car Parking Assessment

Overview

- 4.1 This section will assess the impact of the proposed development upon the staff car parking demand at the site. As there is no proposed change in the number of consulting rooms, there is no impact had on the number of patients attending the site.

Existing On-Site Provision

- 4.2 The site currently has staff parking available. Staff parking isn't based around designated bays but is managed by the dental practice with triple tandem parking undertaken so as to maximise the number of vehicles able to park at any one time and mitigate the impact had upon the local highway. The existing site layout plan demonstrates that the existing arrangement provides space for approximately 9 bays. The proposed site layout would result in the loss of the southernmost area of the staff parking provision reducing the space available to approximately 6 bays within a tandem parking arrangement.

Staff Parking Demand

- 4.3 Based on the existing provision, it is predicted that there would potentially be an increased on street parking demand of 3 staff vehicles as a result of the loss of available staff parking space. Dental practice management would continue to manage the staff car parking provision to ensure that as much staff parking can be accommodated on site as possible.
- 4.4 The additional staff vehicles potentially wishing to park at the site would be required to park locally within on street and publicly available provisions. Due to the abundance of available on street parking available within an acceptable walking distance of the site, this is deemed to be suitable and able to occur in a manner which would not be detrimental to highways safety.
- 4.5 In addition to this, the dental practice would implement strategies to reduce car use to the site amongst staff. These are set out in **Section 5** of this Highways Technical Note.

Summary

- 4.6 The above review has demonstrated that despite the development proposals resulting in a loss of available staff car parking, dental practice management would continue to manage the provision to ensure that as much staff car parking is able to safely occur on site as possible. The worst-case potential additional demand would be able to be accommodated within local provisions without having a detrimental impact on highways safety.

5.0 Mitigation Strategies

Overview

- 5.1 This section will outline some potential mitigation strategies which would encourage staff, and patients, to utilise sustainable forms of transport when accessing the site to ease the pressure on the car parking provisions provided. Due to the development proposals impacting upon staff most readily, the measures set out within this section are predominantly focussed on shifting staff travel patterns away from single vehicle occupancy.
- 5.2 There is no requirement for this proposed development to have a Travel Plan associated to it, however, this section will utilise methods typically used within a Travel Plan to emphasise ways in which the dental practice could promote sustainable travel to the site and prevent staff car parking demand from exceeding provision. There is no requirement for the dental practice to do this as a result of this development but there is encouragement that promotion of sustainable travel would benefit the practice in general.

Walking

- 5.3 The site is located within an area which is suitable for pedestrian accessibility. This ensures that staff can access the dental practice by foot providing a healthy and economic alternative to the private car. In order to encourage the take up of this option, the following actions could be employed:
 - ▶ Promote and support 'Walking Buddies' involving staff members who walk a similar route;
 - ▶ Promote the health benefits of walking;
 - ▶ Promote advice and support regarding pedestrian safety; and,
 - ▶ Promote sustainable walking schemes such as 'Walk to Work Week'.

Cycling

- 5.4 As part of the proposals, cycle parking spaces would be provided for staff. The dental practice doesn't currently offer this provision therefore this would act as an encouraging factor for staff to access the site by cycle.
- 5.5 For staff, a cycle to work scheme could be promoted to provide an incentive for staff to cycle to work including vouchers towards a new bike or equipment, prizes for staff members who cycle most often / furthest each month, and regular bike maintenance sessions / classes with Dr Bike.
- 5.6 Other measures could include the promotion of sustainable cycle schemes such as 'Cycle to Work Week'.

Car Sharing

- 5.7 Staff members that live in similar areas, or those who utilise the same routes to work, would be encouraged to car share to limit the demand for parking at the site and to reduce the number of trips made to the site by private car.
- 5.8 Incentives would be offered to staff to encourage the uptake of this provision, including guaranteed on-site car parking provision.

Public Transport

- 5.9 In order to increase awareness of the potential for public transport to replace car journeys, information about local bus and rail services, along with network maps, would be provided to staff and patients.
- 5.10 For staff, incentives would be provided to encourage the utilisation of public transport. This would include the subsidising of bus / rail tickets. In the case of disruption to these networks, taxis could be provided for staff free of charge.

On-Site Noticeboards

- 5.11 Travel noticeboards could be provided within the reception, waiting rooms, and staff-only areas to display public transport, cycling, and walking information including maps of these networks. Copies of up-to-date bus timetables would also be provided and replenished, if necessary, by a designated member of staff in charge of promoting sustainability.

Website

- 5.12 The dental practice could include a 'Sustainable Modes of Travel' section on their website so that both staff and patients can look up relevant information in advance.

Summary

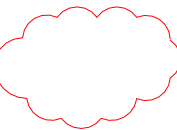
- 5.13 These suggestions for mitigation strategies that could be implemented by the dental practice would act to encourage sustainable transport methods to the site.

6.0 Summary and Conclusion

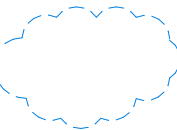
- 6.1 This Highways Technical Note has been prepared on behalf of Parkway Dental Care to accompany a planning application for the proposed extension of the existing dental practice located at 100 Bedhampton Road, Havant PO9 3EZ.
- 6.2 In summary, this Technical Note has identified the following:
- ▶ That there is no pre-existing highways safety concern surrounding the site and that the site is located within an incredibly sustainable location;
 - ▶ That the existing access arrangements to the site would be retained as part of the development proposals;
 - ▶ That the staff parking provision would be reduced as a result of the development proposals but that site management would continue to manage the staff parking provision to ensure that as much staff car parking can occur on site as possible with the impact had on the surrounding local community predicted to be minimal;
 - ▶ That there is no change to the existing patient parking provision at the site;
 - ▶ That cycle parking would be provided in accordance with HBC standards at the site acting to encourage staff to cycle to the site;
 - ▶ That there would be no change to the existing servicing strategy for the site; and,
 - ▶ That mitigation strategies would be implemented at the site to encourage a modal shift in travel habits amongst staff and reduce the staff car parking demand at the site.
- 6.3 In view of the above, the proposed development is considered to be acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstratable harm arising from the proposed development and that it would not cause any severe impacts. Therefore, there are no traffic or transport related reasons why the development should be resisted.

Appendix A

Proposed Site Layout

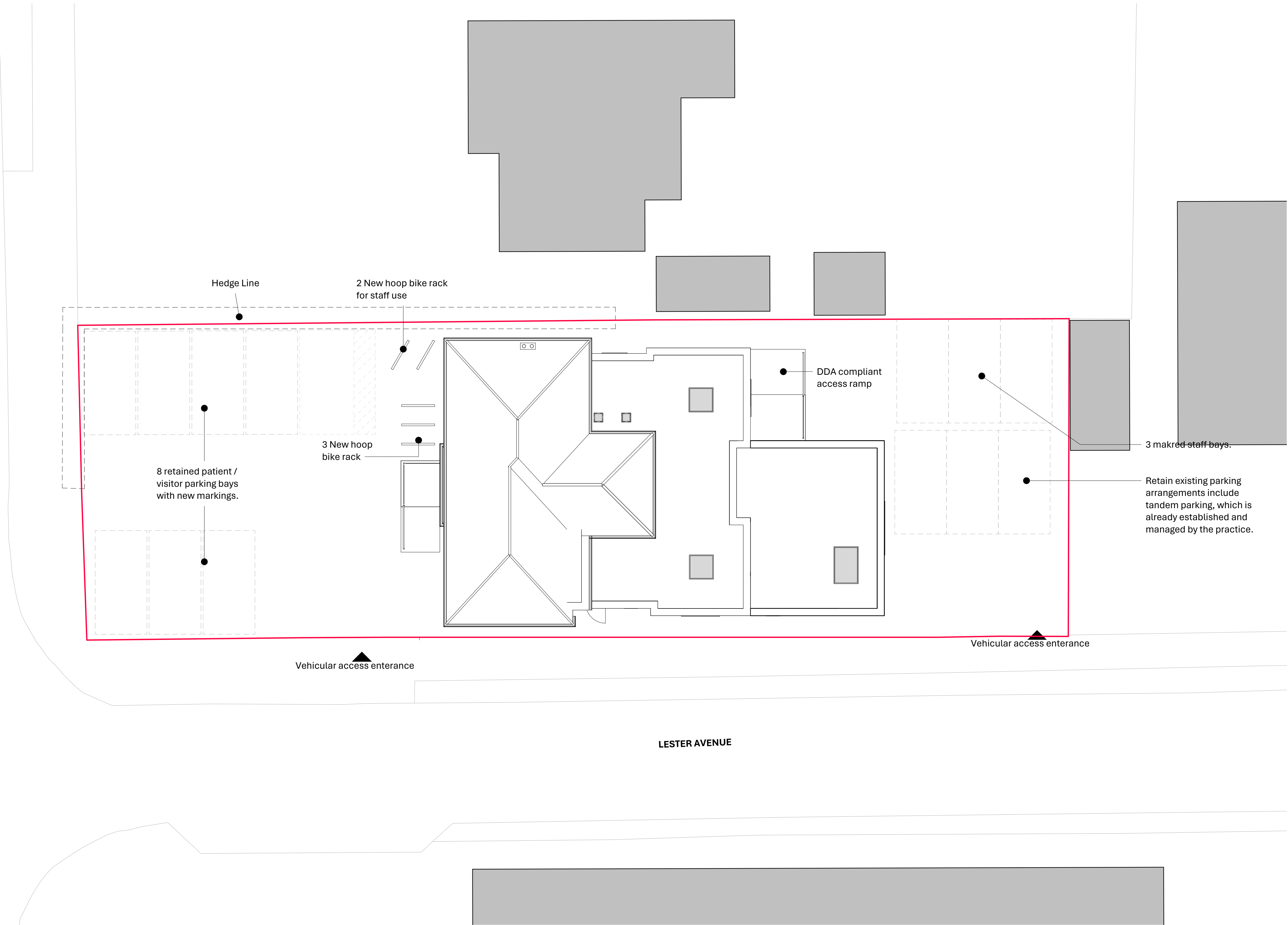


REVISION CLOUD



TO BE CONFIRMED

BEDHAMPTON ROAD



Vehicular access entrance

DDA compliant access ramp

Hedge Line

2 New hoop bike rack for staff use

8 retained patient / visitor parking bays with new markings.

3 New hoop bike rack

3 marked staff bays.

Retain existing parking arrangements include tandem parking, which is already established and managed by the practice.

Vehicular access entrance

LESTER AVENUE

Proposed Site Plan

1:100

D	08.06.2026	Planning Comments - Parking amendments	ZR	*
C	02.06.2026	Planning Comments - Parking amendments	ZR	
B	14.04.2026	Planning Issue	ZR	
A	21/03/24	Staff Bike Hoops	ZR	
Rev	21/02/24	Parking and Landscaping adaptations	ZR	
Rev	Date	Description	By	Chkd



Project
PARKWAY DENTAL CARE,
100 BEDHAMPTON ROAD,
HAVANT, PO9 3EZ

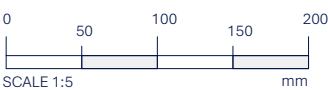
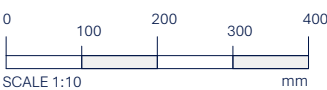
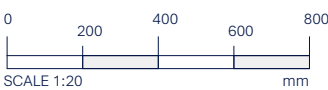
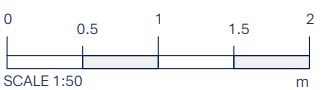
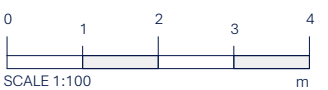
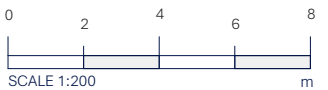
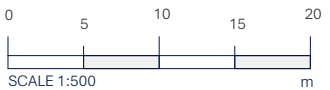
Description
PROPOSED SITE PLAN

PLANNING

Drawn IDH	Checked MR	Scale 1:100	Date 25/02/26
--------------	---------------	----------------	------------------

Drawing No. 9967-107	Revision D
-------------------------	---------------

Original size 100mm @A1

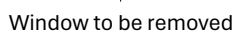


SHA_A1LS_V5.0_TITLEBLOCK

EXISTING WALLS

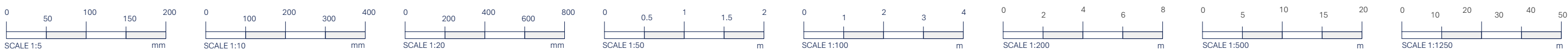
NEW WALLS

NEW EXTENSION



1 : 50

**PRELIMINARY
ONLY**



	08.06.2026 14.04.2026	Planning Comments - Parking amendments	ZR ZR	*
Rev	Date	Description	By	Check

SIMPSON

HILDER

Chartered Architects & Surveyors
021 8028 3796 | simpsonhilder.co.uk

Project
PARKWAY DENTAL CARE,
100 BETHAMPTON ROAD,
HAVANT, PO9 3EZ

Description
PROPOSED GROUND FLOOR PLAN

Drawing
IDH

Checked
MR

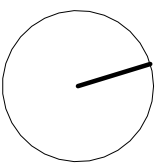
Scale
As indicated

Date
25/02/26

Drawing No.
9967-110

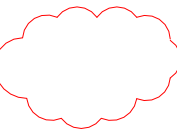
Revision
A

Original size 100mm@A1

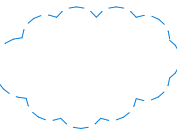


NOTE:
OTHER THAN FOR THE PURPOSES OF PLANNING, DO NOT SCALE THESE DRAWINGS.
USE WRITTEN DIMENSIONS ONLY. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK.

THIS DRAWING IS THE COPYRIGHT OF **SIMPSON HILDER ASSOCIATES LIMITED** AND MAY NOT BE REPRODUCED, COPIED OR ALTERED IN ANY WAY WITHOUT WRITTEN AUTHORITY

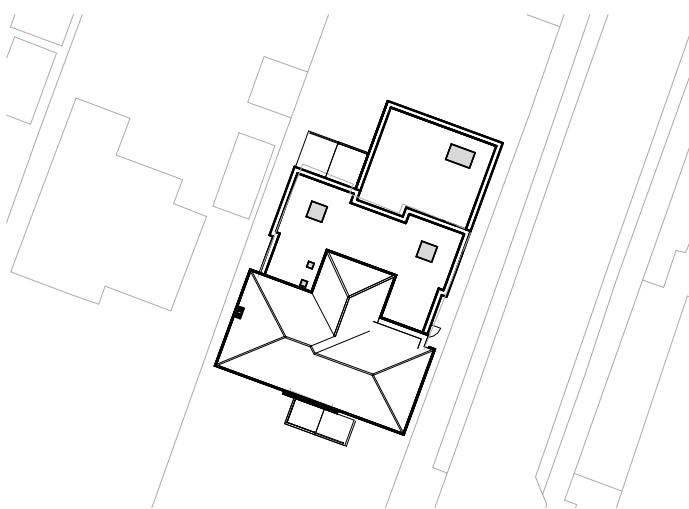


REVISION CLOUD



TO BE CONFIRMED

KEY PLAN:
1:500



Key:



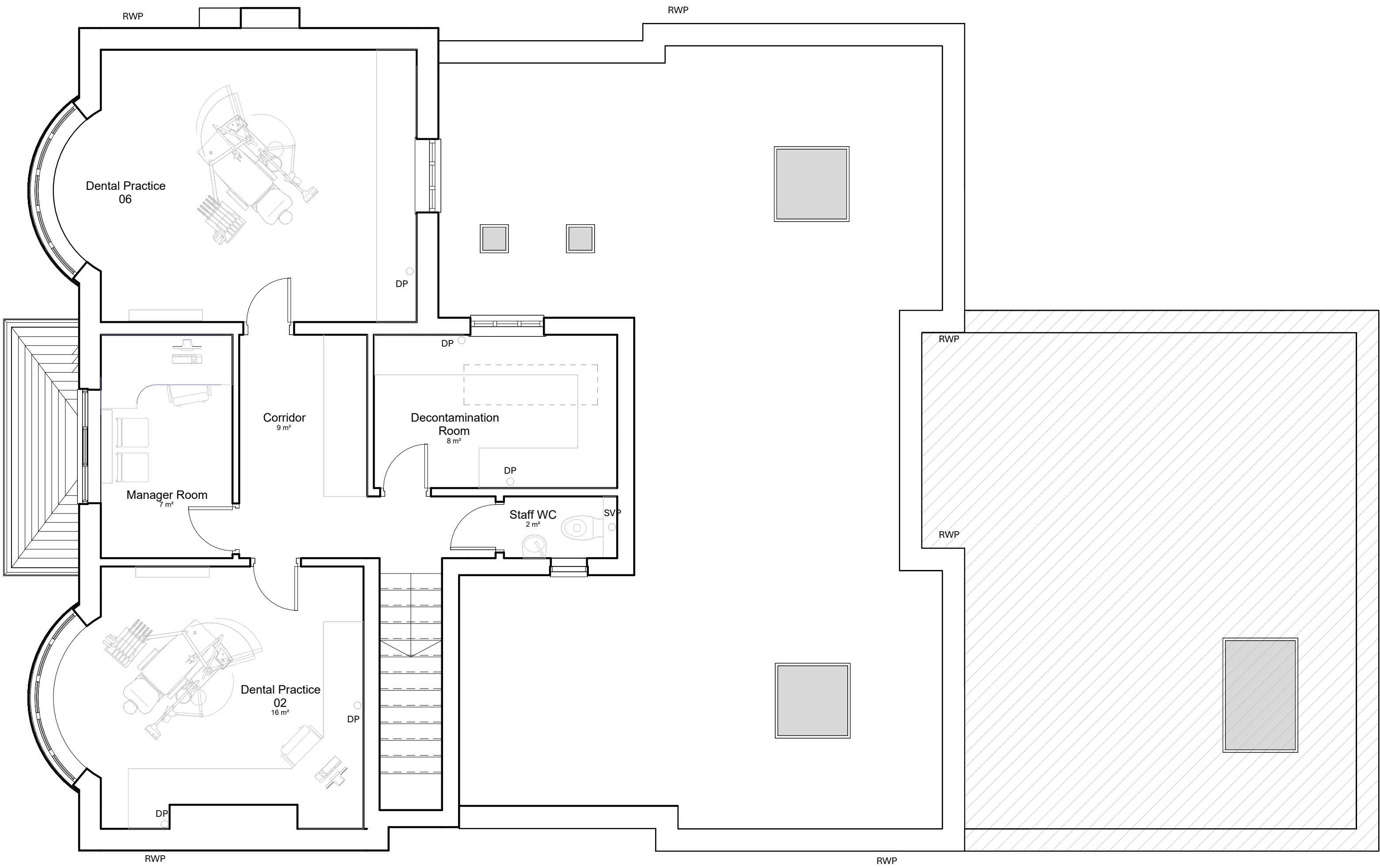
EXISTING WALLS



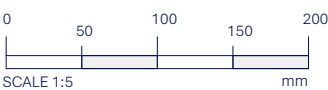
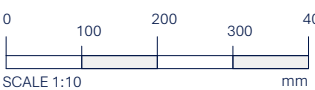
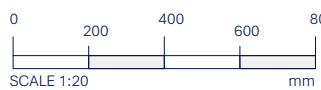
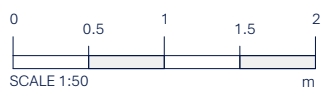
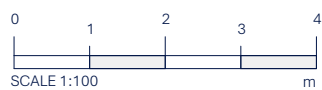
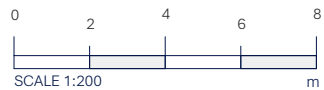
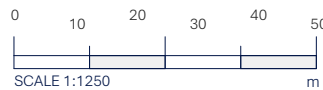
NEW WALLS



NEW EXTENSION



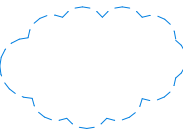
Proposed First Floor Plan
1:50



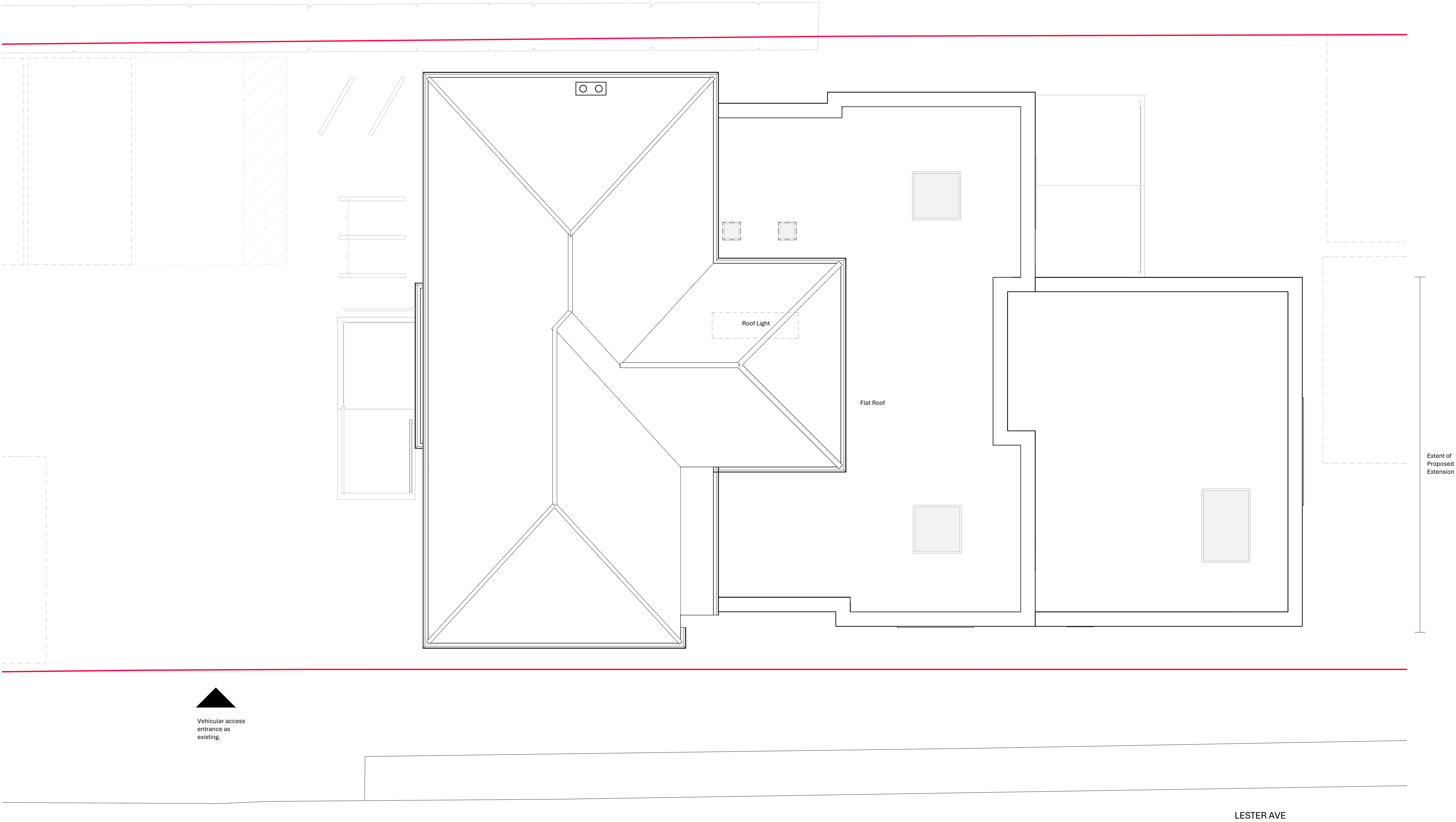
08.06.2026		Planning Comments - Parking amendments		ZR	*		
Rev	Date	Planning Issue		ZR			
		Description					
<div><div><div>SIMPSON HILDER</div><div>Chartered Architects & Surveyors 023 8028 3798 simpsonhilder.co.uk</div></div></div>							
<div><div>Project</div><div>PARKWAY DENTAL CARE, 100 BEDHAMPTON ROAD, HAVANT, PO9 3EZ</div></div>							
<div><div>Description</div><div>PROPOSED FIRST FLOOR PLAN</div></div>							
PLANNING							
Drawn IDH	Checked MR	Scale As indicated	Date 25/02/26	Revision A			
Drawing No. 9967-111							
Original size 100mm @A1							



REVISION CLOUD



TO BE CONFIRMED



Proposed Roof Plan
1 : 50

C	06.06.2026	Planning Comments - Parking amendments	ZR	*
B	14.04.2026	Planning Issue	ZR	
A	21/02/24	Staff Bike Hoops	ZR	
Rev	Date	Description	By	Chkd

SIMPSON HILDER
Chartered Architects & Surveyors
023 8028 3798 | simpsonhilder.co.uk

Project
**PARKWAY DENTAL CARE,
100 BEDHAMPTON ROAD,
HAVANT, PO9 3EZ**

Description
PROPOSED ROOF PLAN

PLANNING			
Drawn IDH	Checked MR	Scale 1 : 50	Date 25/02/26
Drawing No. 9967-112			Revision C

