Beechlands Road, Medstead

Transport Assessment

Client: Bargate Homes

i-Transport Ref: SJ/OT/DM/ITB19450-008C

Date: 03 May 2024

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Quality Management

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SECTION 1 Introduction

1.1 Background

1.1.1 i-Transport has been appointed by Bargate Homes to provide highways and transport advice in relation to an outline planning application for a residential development of up to 70 dwellings on land to the south and west of Beechlands Road in Medstead, Hampshire. The location of the site in the context of the local highway network is presented in **Figure 1** and extracted below as **Image 1.1.**

Image 1.1: Site Location

Source: i-Transport Figure 1

1.1.2 An outline application has been prepared. All detailed matters (such as scale, layout and appearance) are reserved, with the exception of access into the site, which is a matter for consideration and determination as part of the application. An illustrative masterplan is provided at **Appendix A** to demonstrate how this development could be delivered.

1.1.3 In line with the requirements of the National Planning Policy Framework (NPPF), this Transport Assessment (TA) has been prepared to consider the transport impacts that may arise from the

proposed development, and to consider the proposal against relevant transport and planning policy.

1.1.4 The TA has been produced in accordance with the Planning Practice Guidance (NPPG) and where necessary, other local and national transport planning guidance.

1.1.5 Specifically, the TA has been prepared to consider the four critical tests outlined in paragraph 114 of the National Planning Policy Framework which are summarised as:

- Will safe and acceptable access be provided to the site for all people?
- Will the opportunities for sustainable travel be taken up?
- Will the site layout comply with design guidance?[1]
- Will there be a 'severe' residual cumulative transport impact of the development?

1.2 Framework Travel Plan

1.2.1 A Framework Travel Plan accompanies the planning application as a standalone document *(report reference: ITB13450-009)*. It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures.

1.2.2 The Framework Travel Plan will deliver a modal shift towards sustainable transport modes and reduce the traffic impact of the proposed development.

1.3 Key Conclusions

1.3.1 The TA concludes that the development proposal:

a Complies with relevant national and local transport policy;

b Is in an accessible location in transport terms and will provide opportunities for take up of sustainable transport appropriately;

c Will have access arrangements that comply with relevant design guidance and deliver safe access for all users; and

d Will have an acceptable impact on the operation of the local highway network which falls far short of the 'severe' bar set by the NPPF.

[1] As the planning application is in outline, this test will not be reviewed in detail at this stage. It will be subject to a future reserved matters application.

1.4 Pre-Application Engagement

1.4.1 Scoping discussions undertaken with Hampshire County Council (ref: meeting 12th August 2019) have shaped the scope of assessment within the Transport Assessment. The notes from the meeting are included as **Appendix B** to this Transport Assessment.

1.5 Structure of Report

1.5.1 The remainder of this report is structured as follows:

- **Section 2** provides an overview of national and local transport policy that is relevant to the determination of the planning application.
- **Section 3** describes the existing transport conditions in the local area and sets out the site's accessibility by a range of transport modes.
- **Section 4** describes the proposed development including the site access and the sustainable transport strategy, as well as the outline parking provision and site layout.
- **Section 5** outlines the sustainable transport strategy for the site.
- **Section 6** sets out an assessment of the residual traffic impacts of the proposed development; and
- **Section 7** presents the summary and conclusions of the TA.

SECTION 2 Policy Context

2.1 Introduction

2.1.1 To provide context for the assessment, this section of the TA provides an overview of national and local transport planning policies relevant to the proposed development.

2.2 National Policy

National Planning Policy Framework (December 2023)

2.2.1 The NPPF sets out the Government's planning policies and how it expects these to be applied. It also constitutes guidance for local planning authorities and decision takers, both in drawing up plans and as a material consideration in determining planning applications.

2.2.2 Paragraph 114 sets out the key 'tests' for the consideration of transport aspects of development:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of design standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.3 Paragraph 115 sets a 'high bar' for preventing development from coming forward for transport reasons:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.2.4 With regard to the location and design of developments, Paragraph 116 states:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.5 Paragraph 117 notes that:

'All developments that will generate significant amounts of movements should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

2.2.6 This TA has therefore been prepared.

Planning Practice Guidance (March 2014)

2.2.7 The web-based Planning Practice Guidance (PPG) replaced the DfT's 'Guidance on Transport Assessment' on 6 March 2014 and sought to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.2.8 The PPG discusses the role of travel plans and transport assessments / statements and how they relate to each other:

"Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements. (ID42 – 002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42 – 005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets. (ID42 – 003)".

2.2.9 In accordance with PPG, this TA assesses the transport impacts of the development, and to consider whether any effects would be acceptable or not.

2.3 Local Policy

East Hampshire District Council Local Plan (Part 1) – Core Strategy (2014)

2.3.1 The East Hampshire District Council Local Plan (Part 1) was adopted in April 2014 with a focus to provide a policy framework that plans for new development to deliver the vision that has been developed alongside the Sustainable Community Strategy.

2.3.2 The main transport issues identified in the Local Plan are as follows:

- ***"High car ownership reflects the rural nature of much of the District with heavy traffic on the roads resulting in localised congestion.***
- ***Of particular concern is the volume and speed of traffic using rural lanes which detracts from the tranquillity of rural areas, and can conflict with other recreational users.***
- ***Traffic is likely to be the major source of air pollution in the District. Development has the potential to make congestion worse and therefore reduce air quality, especially along the A325 and A3.***
- ***People in outlying areas must have access to jobs, shops, hospitals and other services and facilities to avoid being isolated. However, providing public and community transport is a problem in rural areas."***

2.3.3 In order to address the issues set out above, three transport objectives have been included in the Local Plan:

1 To reduce the need to travel, particularly by car, through careful planning of development and the location of services, whilst recognising that the car will remain part of the mix of transport modes, particularly for those in the rural areas;

2 To improve accessibility to all services, particularly for those who may need them most, but are least able to access them;

3 To increase the use of public and community transport, cycling and walking where travel remains necessary.

2.3.4 Paragraph 4.19 makes specific reference to the future development of Four Marks, stating:

> ***"Development in Four Marks/South Medstead and Grayshott (small local service centres) will be primarily that to achieve sustainable communities. The quantity and type will reflect their respective roles, distinct character and development constraints. Four Marks lies close to the boundary of the National Park. Development potential in Grayshott will be affected by its proximity to the internationally protected Wealden Heaths SPA."***

2.3.5 Policy CP31 of the Local Plan focuses on the future of transport and access and sets out a number of requirements for future developments to ensure the necessary level of sustainability is met:

a enhance the quality, viability, availability, accessibility and frequency of public transport and alternative community transport provision, especially in rural areas, to ensure that those without access to a private car have access to services and facilities necessary for their well-being;

b protect and provide safe and convenient cycle and pedestrian links that integrate with existing cycle and pedestrian networks, such as the South Downs Way and Shipwrights Way, and reflect the amenity and rural character of the area;

c ensure that highway design and associated signing meets the needs of vehicular traffic and the need for safety whilst also placing a high priority on meeting the needs of pedestrians, cyclists and public transport users and without detriment to the quality of the environment;

d plan for new highway infrastructure that will reduce congestion, improve highway safety, increase accessibility to the District's town and district centres and enhance economic prosperity of the District;

e improve access to rail stations at Rowlands Castle, Petersfield, Liss, Liphook, Alton and Bentley Station by sustainable modes of transport and, where appropriate, provide additional car and cycle parking at rail stations;

f provide adequate, convenient and secure vehicle and cycle parking in accordance with adopted standards;

g ensure that the type and volume of traffic generated would not harm the countryside or the rural character of local roads;

h protect sunken and rural/green lanes so that their convenience and safety are enhanced for their users, and their ecological, landscape and recreational value are enhanced;

i improve access for people with impaired mobility to all forms of transport and to all developments to which the public will reasonably expect to have access; and

j produce and implement transport assessments and travel plans for proposals that are likely to have significant transport implications;

k include measures, to be funded by the developer, that address the impact of the new development so as to ensure the continued safe and efficient operation of the strategic and local road networks.

2.3.6 Four Marks is located approximately 7.4km to the southwest of Alton, considered in the Local Plan to be "***among the most sustainable and commercially viable settlements".*** This will benefit the proposed site as having access one of the main service centres in the surrounding area.

2.3.7 The principle of the suitability of Four Marks for residential development has been further established through a recent Appeal (ref: APP/23/3329928) which was allowed on 24th March 2024 for 60 dwellings on land off Lymington Bottom. Paragraph 3 of the Appeal Decision stated that the Council accepted that the Connectivity Study, Transport Note and Framework Travel Plan demonstrated the site's accessibility to facilities.

Hampshire Local Transport Plan 4 (2024)

2.3.8 The Hampshire Local Transport Plan (LTP4) covers the period to 2050 and supersedes the previous LTP3. The Plan is based around a vision for what transport will look like in 2050, including transport-related outcomes covering climate change, environment, economy, and health and society.

2.3.9 Section 5.4 in the Plan states that

> ***"Guidance Principle 2 is to provide a transport system that promotes high quality, prosperous places and puts people first. Therefore, urban centres, residential areas, and other community places should be designed to prioritise and encourage active and public transport, in a way that creates better places to live, work, and visit"***

2.3.10 Furthermore, the plan supports sustainable housing and employment growth and regeneration. It aims for future housing development where people choose to walk and cycle and have good access to public transport.

2.3.11 The Plan goes onto say that strategic housing and employment sites will continue to be part of the strategy for meeting population and jobs growth in Hampshire. Therefore, new developments should provide high-quality places for residents and workers that are sustainable in transport terms and well-integrated with the existing transport network and surrounding communities.

2.4 Summary

2.4.1 Paragraph 114 of the NPPF identifies the four key transport tests, which can be summarised as follows:

- Will the opportunities for sustainable travel be taken up appropriately?
- Will safe and acceptable access be provided to the site for all modes?
- Will the site layout comply with design guidance?
- Will the traffic impacts be acceptable?

2.4.2 These tests are reflected by local policy in the adopted local plan and HCC's Local Transport Plan. This TA assesses the development proposal against these tests.

SECTION 3 Existing Transport Conditions

3.1 Introduction

3.1.1 This section of the TA describes the existing highways and transport conditions in the area, including opportunities for walking, cycling and the use of public transport. An assessment of key local routes against 'Healthy Streets' indicators has been undertaken. The availability of local facilities and services is also set out.

3.1.2 The local highway network is also reviewed in relation to Personal Injury Accident data and base traffic flows.

3.2 Site Location

3.2.1 The site is located in the south-eastern extent of the village of Medstead, which is in the administrative boundary of East Hampshire District Council. Whilst in Medstead, the site relates and is well connected with Four Marks immediately to the south. A site location plan is included as **Figure 1**.

3.2.2 The site is located to the north of the A31 which links Winchester, in the south-west, to Guildford, in the north-east.

3.2.3 The site has agricultural land on its northern and southern boundaries with housing located on its eastern and western boundaries.

3.3 Pedestrian and Cycle Network

3.3.1 There is an existing pedestrian footway on the north-eastern side of Beechlands Road, which is classified as Bridleway 32 and varies between 1.1m to 1.9m in width. The footpath benefits from street lighting and to the north east of the site, connects with Boyneswood Lane, classified as Bridleway 33.

3.3.2 Boyneswood Lane is an approx. 2.7m wide hard surfaced lane which forms the southern boundary of the site and provides access to Stoney Lane, an approx. 3.2m wide hard surfaced lane to the west of the site, listed as Bridleway 31. Boyneswood Lane and Stoney Lane provide pleasant walking routes to Four Marks.

3.3.3 To the east Boyneswood Lane continues on a south easterly alignment to join Boyneswood Road where an off-road pedestrian route continues to join Winchester Road in Four Marks. There is an uncontrolled pedestrian crossing, as well as a signalised crossing located on

Winchester Road, providing safe pedestrian access between the site and local facilities on the eastern extent of the A31. This combination of routes provides connections to Station Approach, the surrounding employment area, a variety of services and facilities located to the west of Lymington Bottom Road and to the east provides a connection to facilities and services in the eastern part of Four Marks.

3.3.4 National Cycle Network (NCN) Route 224 runs to the north-east of the site, from the junction between Red Hill and Roe Downs Road. The route provides a mainly off-road connection from Farnham to Medstead and from Wickham to Gosport. The route runs through Chawton Park Wood and provides an onward connection onto Alton.

3.4 Public Transport

Bus

3.4.1 The closest bus stops are located on the A31 Winchester Road 850m away (a circa ten-minute walk). Both bus stops provide a shelter and flagpole with timetable information whilst the eastbound stop has on offline layby.

3.4.2 **Table 3.1** provides a summary of the services that serve the bus stops.

Table 3.1: Summary of Local Bus Service and Frequencies

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
64	Winchester - New Arlesford – Ropley - Alton	Every 30 minutes First – 06:51 Last – 23:53	Every 30 minutes First – 07:41 Last – 23:53	Hourly service First – 07:51 Last – 19:51

Source: Traveline Website (2024)

3.4.3 The no. 64 bus service provides a connection to rail services at both Winchester and Alton. The service also provides access to sixth form education at Peters Symonds College in Winchester. The service runs for 17 hours a day (Monday – Friday), 16 hours a day on Saturdays and for 12 hours on Sunday.

Rail

3.4.4 Alton railway station is located 7.8km northeast of the site (a 23 minute cycle). The station provides 60 cycle spaces and step free access to all platforms.

3.4.5 The station can also be accessed via the no. 64 bus service, a circa 28 minute journey from the stops located closest to the site.

3.4.6 A summary of the rail services and frequencies is provided below in **Table 3.2** below.

Table 3.2: Rail Services and Frequencies

Station	Destination	Typical Frequency per hour		Average Journey Duration
		Peak	Off-Peak	
Alton	London Waterloo	2	2	1 hour 10 minutes
	Winchester	2	2	1 hour 17 minutes
	Farnham	2	2	12 minutes
	Portsmouth and Southsea	2	2	1 hour 55 minutes
	Guildford	2	2	43 minutes

Source: Trainline

3.4.7 Alton railway station serves a number of key destinations such as London, Winchester and Guildford. There are at least two services an hour to each destination providing future residents the opportunity to travel to these locations via a sustainable mode of transport.

3.4.8 Additionally, Winchester Rail Station is located some 20km to the west of the site (which can also be accessed via the no. 64 bus service) and provides onwards access destinations further afield including Southampton, Bournemouth, Weymouth and Manchester.

3.4.9 Therefore, future residents of the site will have opportunities to travel by public transport through bus service 64 or the rail stations in Alton or Winchester for journeys further afield.

3.5 Accessibility to the Site

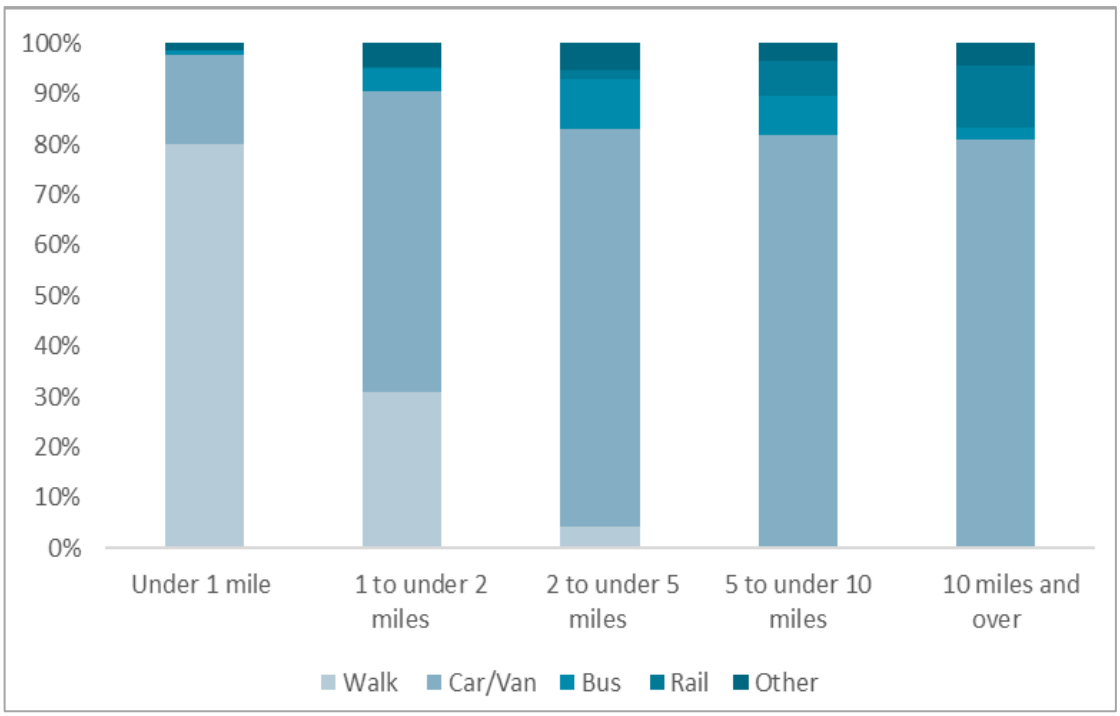
Walking Distances

3.5.1 Paragraph 4.4.1 of Manual for Streets states:

> ***"PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."***

3.5.2 The National Travel Survey (NTS) 2019 identifies the mode share of journeys of different lengths and is presented in **Image 3.1** and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 3.1: Proportion of Trips Per Year by Journey Purpose (all modes)



Source: NTS (2019)

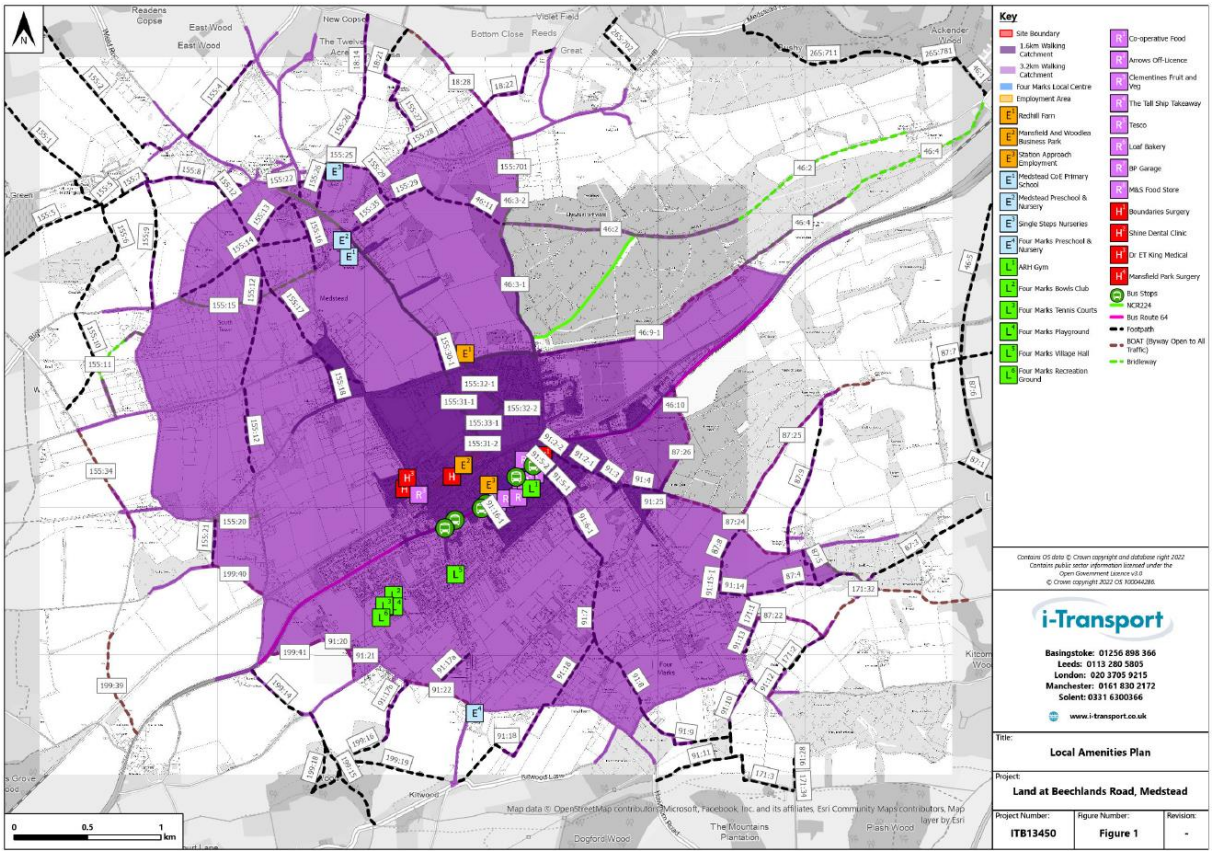
3.5.3 On this basis:

- 1,600m is a 'comfortable' walking distance.
- 2,000m is a 'reasonable' walking distance.
- 3.2km is an 'acceptable' walking distance.

3.6 Accessibility to Local Services

3.6.1 An Accessibility Plan illustrating the key facilities within the vicinity of the site is provided in **Figure 2**, an extract of which is shown below in **Image 3.2**.

Image 3.2: Site Accessibility Plan



3.6.2 The primary destinations within the local area are listed below in **Table 3.3**, which includes facilities for public transport, leisure, retail and health as well as an assessment of the travel distance to reach the identified local facilities and the time such journeys would take by walking and cycling respectively.

Table 3.3: Summary of Local Facilities and Services

Purpose	Destination	Total Distance (m)	Walking Journey Times (minutes)	Cycling Journey Time (minutes)
Employment	Redhill Farm	440	6	2
	Mansfield Business Park	720	9	3
	Station Approach Employment	790	10	3
Education	Medstead CoE Primary School	1,400	18	6
	Medstead Preschool and Nursery	1,500	19	6
Retail	Clementines Fruit and Veg	940	12	4
	Co-operative Food	950	12	4
	Arrows Off-License	955	12	4

Purpose	Destination	Total Distance (m)	Walking Journey Times (minutes)	Cycling Journey Time (minutes)
	Tesco	1,090	14	5
	The Tall Ship	1,100	14	5
	Loaf Bakery	1,120	14	5
	BP Garage	1,160	15	5
	M&S Food Store	1,160	15	5
Leisure	ARH Gym	1,100	14	5
	Four Marks Village Hall	1,920	24	8
	Four Marks Bowls Club	2,500	31	10
	Four Marks Tennis Courts	2,550	32	11
	Four Marks Playground	2,570	32	11
	Four Marks Recreation Ground	2,590	32	11
Healthcare	Shine Dental Clinic	760	10	3
	Boundaries Surgery	810	10	3
	Mansfield Park Surgery	1,150	14	5
	Dr ET King Medical	1,170	15	5

Source: Consultants Estimates. Note: Assumed walking speed of 1.33m/sec and cycling speed of 4m/sec.

Key:

Within 1600m walking distance – 'Comfortable walking distance'
Within 2,000m walking distance – 'Reasonable walking distance'
Within 3,200m walking distance – 'Maximum walking distance'

3.6.3 **Table 3.3** demonstrates that there are a range of services and facilities located within a 'comfortable' walking distance of 1,600m, including opportunities for employment, grocery shops and leisure facilities including takeaways. As identified earlier this is a 'comfortable' walking distance, therefore future residents will have the opportunity to travel to these facilities via a sustainable mode of travel. Additionally, NCN 224 provides largely off-road cycle access to local facilities in Alton. Therefore, the site is well located to a good range of local services and facilities.

3.7 Healthy Streets Assessment

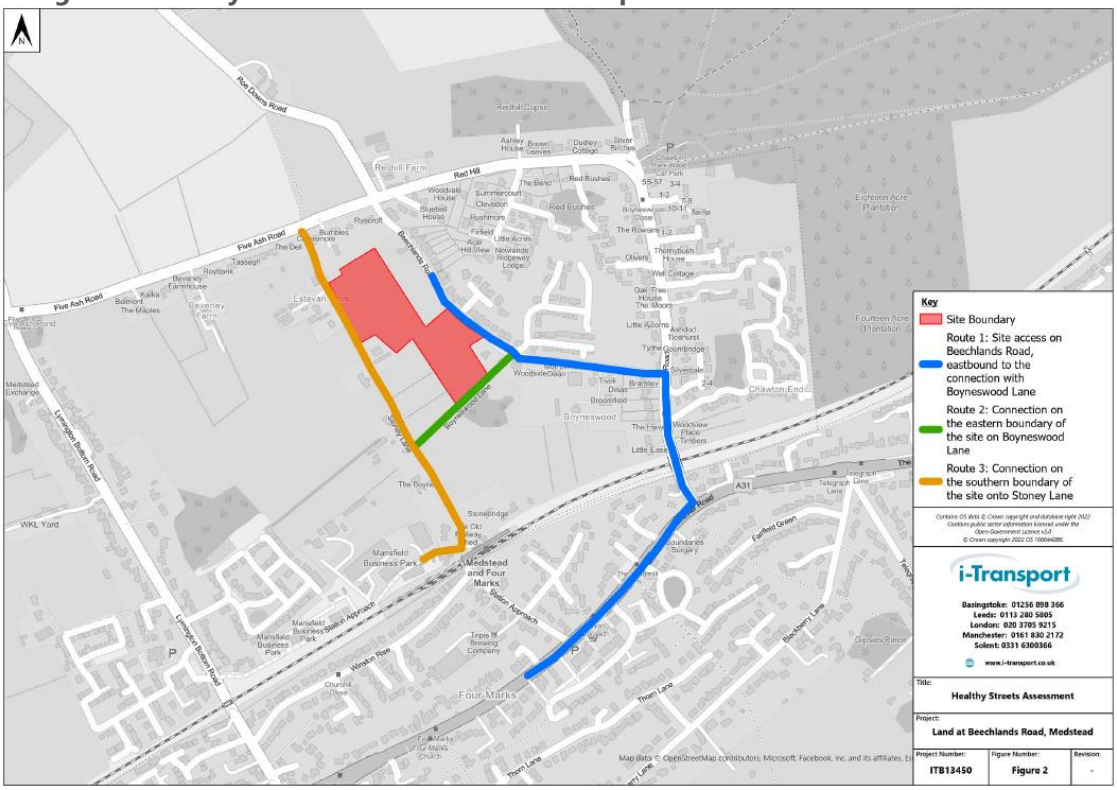
Walking, Cycling and Horse-Riding Assessment Report and Healthy Streets Assessment

3.7.1 A Walking, Cycling and Horse-Riding Assessment Report (WCHAR) and Heathy Streets Assessment has been prepared to assess the quality of the existing sustainable mode corridors, identifying any deficiencies in the existing network and achievable opportunities to improve the walking connections to key facilities and services. The WCHAR is provided as **Appendix C.** The WCHAR identified the following potential areas where improvements to the existing walking and cycling infrastructure could be provided:

- Tactile paving along Boyneswood Road for those walking north/south.
- Relocation of uncontrolled pedestrian crossing adjacent to the north-east bound bus stop on A31 Winchester Road. The footway width behind the bus stop is currently constrained.
- There is the potential for development in the area to provide a contribution to refresh the top dressing of Bridleway 32 if necessary, in the future.
- Tactile paving and dropped kerbs implemented along A31 Winchester Road.
- A link could be provided up through Chawton Wood Car Park into the woodland (subject to land ownership and highway boundary). This would facilitate the provision of an additional connection to the east towards Alton, which also links to NCN Route 224.

3.7.2 The study area for the Healthy Streets Assessment is shown in **Image 3.4** below, which is also appended as **Figure 3,** shows each route within the local context:

Image 3.4: Healthy Streets Assessment Route Map



3.7.3 A summary of the Healthy Streets Assessment for Route 1 of the assessment routes is shown in **Table 3.4.** Routes 2 and 3 are off-carriageway connections with no junctions/motor traffic and therefore have not been scored against the Healthy Streets Assessment. The 'Opportunity' column identifies potential improvements that the proposed development could provide an appropriate proportionate[2] contribution towards implementing.

Table 3.4. Healthy Streets Assessment – Route 1

Metric	Assessment	Score	Opportunity
Motorised vehicle speed	Low speed of vehicles on Beechlands Road, however posted speed limit on the A31 is 30mph	1	Implement traffic calming features on the A31
Volume of motorised traffic	Beechlands Road is lightly trafficked, however the A31 has more than 1,000 vehicles (two-way) in the peak hour	0	Implement traffic calming features on the A31.

[2] Suitable to the scale of development proposed.

Metric	Assessment	Score	Opportunity
Mix of vehicles	Proportion of large vehicles is 2-5% of the motorised traffic in the peak hour.	1	Implement traffic calming features on the A31
Cycle safety at junctions	No junction on the route requires assessment.	N/A	N/A
Ease of crossing side roads	The weakest side road has dropped kerbs – these are on the desire line.	1	Amendments to tighten junction geometry to slow down vehicles. Provide raised table at the junction entrance.
Ease of crossing between junctions	No junction on the route requires assessment.	N/A	N/A
Priority of crossing at junctions	No junction on the route requires assessment.	N/A	N/A
Navigation of crossings for people with visual impairments	There is no tactile paving present at the crossing adjacent to the Four Marks Co-Op store.	0	Provide tactile paving at this crossing.
Quality of the footway surface	There are a few minor defects, but the surface is generally smooth.	2	Re-surface the quality of the footway.
Space for walking	At the narrowest point along the route the footway narrows to 1.7m	1	Increase footway widths.
Quality of the carriageway surface	A few minor defects observed. The footway/carriageway surface is generally smooth.	2	Re-surface the quality of the carriageway.
Space for cycling	Cycling occurs on carriageway on the A31 and the lane widths do not fall below 3.9m.	2	Provide LTN 1/20 compliant infrastructure (subject to land availability)
Public seating	The longest distance between public seats is more than 500m.	0	Implement public seating at regular intervals.
Cycle parking	No cycle parking is provided along the route.	0	Provide cycle parking.

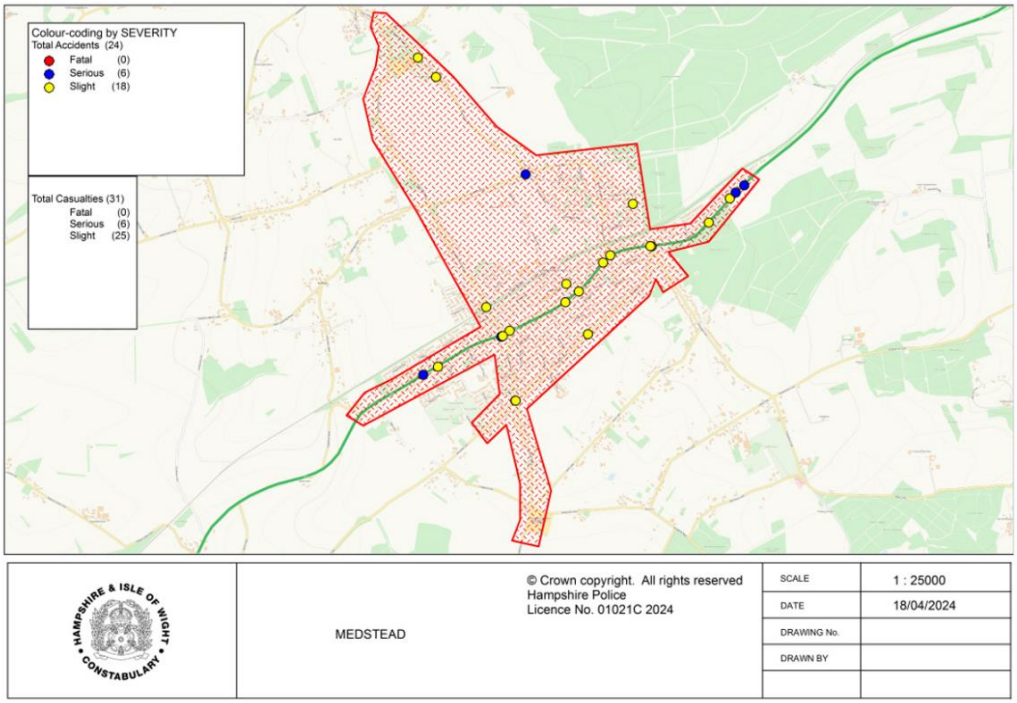
Metric	Assessment	Score	Opportunity
Trees	There are trees along at least 50% of the full length of the A31.	2	Planting of additional trees.
Green infrastructure	Green space (hedgerows, trees and grass verge) provided along the route, especially on Boyneswood Lane.	3	N/A
Lighting	Continuous lighting provided for the entirety of the route	3	N/A
Reducing convenience of driving short journeys	There are no restrictions on through movement for vehicles on the A31.	1	A reduction of vehicular speed limit along the A31.
Bus stops	The closest bus stop on the A31 does not have seating or shelter	0	Provide shelter and seating at bus stop.

3.7.4 The opportunities identified in the WCHAR and Healthy Streets Assessment are considered further in Section 5 of this TA and in the associated FTP.

3.8 Personal Injury Accident Data

3.8.1 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available five-year period (01/01/2019 – 31/12/2023) for the area shown in **Image 3.5**, and provided in **Appendix D**.

Image 3.5: PIA – Extent of Study Area.



Source: Hampshire Constabulary

3.8.2 The analysis of PIA data has identified a total of 31 accidents occurring within the study area, of which six were classified as 'Serious' and 18 were classified as 'Slight'. There does not appear to be a specific cluster within the recorded accidents, with the causation factors recorded in the accidents relating to human error, as opposed to operational deficiencies in the local highway network.

3.8.3 **Table 3.5** summarises the causalities recorded within the PIA data. No accidents included cyclists and only two slight accidents occurred involving pedestrians.

Table 3.5: PIA Casualty Summary

	Fatal	Serious	Slight	Total
Vehicle Driver	0	5	14	19
Passenger	0	1	8	9
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	2	2
Other	0	0	0	0
Total	0	6	25	31

Source: Hampshire Constabulary

3.8.4 Whilst any accident is regrettable, analysis of the collision data provided by Hampshire Constabulary does not identify any particular pattern that could be exacerbated by the development. On this basis the proposed development will not result in an unacceptable or 'severe' safety impact on the local highway network and the promotion of active travel measures from the site will not place undue risk on pedestrians and cyclists.

Traffic Flows

3.8.5 Traffic flows along the A31 Winchester Road were surveyed using an Automatic Traffic Counter (ATC) between 26th September and 3rd October 2023. The traffic counts are summarised in **Table 3.6** and demonstrate a two-way flow of 1,056 and 1,394 vehicles in the morning and evening peak periods respectively.

Table 3.6: A31 Winchester Road Traffic Flows (weekday average)

Time Period	Northbound	Southbound	Two-way
Morning Peak (08:00 – 09:00)	579	477	1,056
Evening Peak (17:00 – 18:00)	672	722	1,394

3.8.6 Traffic flows along Beechlands Road were recorded by an ATC in operation between 10th – 16th September 2018. The traffic counts are summarised in **Table 3.7** and demonstrate a two-way flow of 24 and 22 vehicles in the morning and evening peak periods respectively.

Table 3.7: Beechlands Road Traffic Flows (weekday average)

Time Period	Northbound	Southbound	Two-way
Morning Peak (08:00 – 09:00)	12	12	24
Evening Peak (17:00 – 18:00)	12	10	22

3.8.7 In addition to recording traffic flows on the A31, a number of traffic surveys were carried out on the local highway network in September 2022 and September 2023 (and therefore unaffected by school holidays). The scope of the assessment was agreed with HCC as part of the scoping process and comprised the following junctions:

- A31 / Lymington Bottom Road (September 2022);
- Lymington Bottom Road One-Way Working Bridge (September 2022);
- Boyneswood Road One-Way Working Bridge (September 2023); and
- Boyneswood Road / Winchester Road (September 2023).

3.8.8 The data has been analysed and the peak hours identified as 08:00 to 09:00 and 16:45 to 17:45 in the morning and evening respectively. Traffic Flow Diagrams, which show the observed traffic flows during the morning and evening peaks are provided in **Figures 4** and **5**.

Vehicular Speeds

3.8.9 The ATC was also used to record vehicle speeds along the A31 on the vicinity of the junction with Boyneswood Road. **Table 3.8** sets out the observed average and 85th percentile speeds for northbound and southbound vehicles on the A31. The observed average and 85th percentile speed for Beechlands Road is summarised in **Table 3.9**.

Table 3.8: A31 Winchester Road Vehicle Speeds

Road	Direction	Mean (mph)	85%ile Speed (mph)
A31 Winchester Road	Northbound	26.2	30.6
	Southbound	28.3	32.2

Table 3.9: Beechlands Road Vehicle Speeds

Road	Direction	Mean (mph)	85%ile Speed (mph)
Beechlands Road	Northbound	20.9	26.2
	Southbound	20.9	26.0

3.9 Summary

3.9.1 There are good active travel opportunities in the vicinity of the site to cater for pedestrian and cycle demand. Additional public transport opportunities are available via the no. 64 bus from within a 10 minute walk of the centre of the site whilst this also provides direct connections to nearby rail stations for destinations further afield. Future residents of the site therefore would have more than sufficient opportunity to take up sustainable travel opportunities.

3.9.2 Local services and facilities are conveniently located and are accessible by footways with a good range of employment, retail and leisure facilities located within 1.6km of the site.

3.9.3 A WCHAR and Healthy Streets Assessment has been completed which has identified good quality pedestrian infrastructure to/from the site and has also identified potential improvements.

3.9.4 Traffic data identifies low levels of vehicular flow and speeds on Winchester Road and Beechlands Road.

SECTION 4 Development Proposal and Sustainable Transport Strategy

4.1 Introduction

4.1.1 This section of the TA sets out the proposed development including:

- The proposed site access arrangements for vehicles, pedestrians and cyclists.
- The acceptability of the illustrative site layout in terms of provision of car parking and accommodating servicing and fire vehicles.
- The proposed Sustainable Transport Strategy.

4.1.2 The development proposal will comprise up to 70 new homes, as shown on the Illustrative Masterplan in **Appendix A**, with an extract provided below:

Image 4.1: Illustrative Masterplan (extract)

4.2 Site Access

4.2.1 Paragraph 114 of the NPPF sets the following key test in terms of access: **"safe and suitable access to the site can be achieved for all users".**

4.2.2 To achieve safe access, the development proposal includes the delivery of a new vehicular access, via a simple priority junction, onto Beechlands Road with associated footways on both sides of the access to connect into the scheme.

4.2.3 In addition, sustainable mode points of access will be provided into the site with links throughout to create a permeable layout.

Sustainable Mode Access

4.2.4 Footways, measuring 2.0m in width, will be provided either side of the site access road onto Beechlands Road. A c.2.0m footway connection will be provided within the site and connect onto the Boyneswood Lane frontage c.60m east of the stie frontage.

4.2.5 A pedestrian/cycle connection, measuring 3.0m in width, will be provided on the souith eastern site frontage directly onto Boyneswood Lane. Additionally, a further pedestrian/cycle connection will be provided from the northern parcel directly onto Stoney Lane to the west.

4.2.6 Following a meeting with the HCC Countryside Services team in May 2023 Boyneswood Lane (Bridleway 32) has been accepted as a suitable route for functional trips, i.e. commuting and day to day usage for pedestrians and cycles based upon its current surfacing. The notes from the meeting are included in **Appendix E**. On this basis promotion of this route for walking and cycling into Four Marks to access the facilities and services is considered acceptable.

Vehicular Access

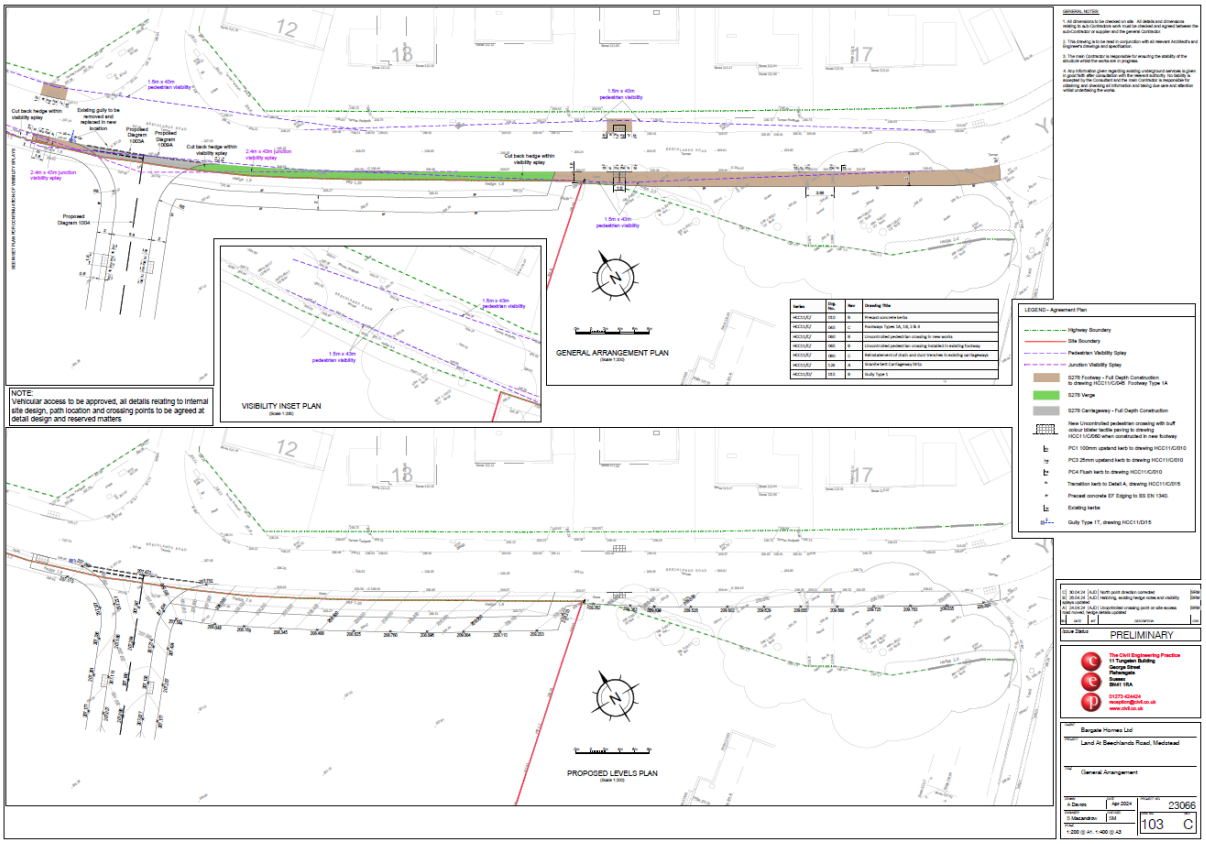
4.2.7 Following pre-application engagement with HCC, the site access design has now been completed as shown on drawing **23066-103-C**. Bargate have instructed The Civil Engineering Practice to the develop the site access to a S278 preliminary design stage. An extract of the drawing is included as **Image 4.2.** This identifies the following:

- A simple priority junction onto Beechlands Road;
- Visibility splays of 2.4m x 35m to the west and 2.4m x 36m to the east of the junction in line with observed vehicle speeds on Beechlands Road and HCC's TG3 requirements (calculations included as **Appendix F**);

- A 5.5m wide carriageway on the site access arm with 2.0m footways provided on both sides to tie into existing provision on Beechlands Road via new dropped kerb crossings;
- A section of footway to the east of the site providing a continuous walking route to the southeast to Boyneswood Lane.

4.2.8 Vehicle tracking has been undertaken for HCC's refuse vehicle which demonstrates the vehicle is able to enter and exit the site in a forward gear. This is shown on drawing ref: **23066-105-A.**

Image 4.2: Proposed Site Access.



Source: **23066-103-C**

4.3 Stage One Road Safety Audit

4.3.1 A Stage 1 Road Safety Audit (RSA) was undertaken by Grange Transport Consulting with the report finalised on the 1st Ma 2024. As part of the of the Stage 1 (RSA) recommendations were made by the Auditor and these are summarised in **Table 4.1** including the design response.

Table 4.1: Stage 1 RSA Recommendations

Location	Summary of Comments Received	Recommendation	Response
Site Access	The levels along Beechlands Road and along the new site access indicate that there is a downward gradient to the north and west. It is proposed to relocate an existing gully away from the centre of the access junction, however no gullies are proposed to be provided on the southern side. This may cause surface water to flow across the access and into the site. This may result in pedestrians falling in the carriageway, especially during icy or inclement weather conditions.	Ensure appropriate drainage strategy is provided to prevent water flowing past the site access/pedestrian crossing.	Agreed – appropriate drainage strategy will be provided at the detailed design stage.
Site access junction	Swept path analysis has been provided for a refuse vehicle turning right into and right out of the site. This indicates that the body of the refuse vehicle will overhang footways when turning. This may result in collisions with pedestrians walking on the footways.	Undertake further swept path analysis to determine whether another manoeuvre is possible to avoid collisions or amend layout.	Agreed – an updated swept path analysis has been undertaken which removes vehicle overhang. This is shown on drawing **23066-103-C**
Opposite new site access junction	The new junction will alter how users will travel to/past the site. On-street parking was observed along the eastern side of the Beechlands Road cul-de-sac (opposite new site access). No give-way road markings are proposed at the cul-de-sac. This may cause drivers/riders to exit the cul-de-sac without giving due attention to the south. This may result in side swipe type collisions with northbound vehicles.	Formalise the priority of the junction arms via road markings.	Agreed – junction road markings will be refreshed.

4.3.2 The points raised as part of the Stage 1 RSA have been incorporated into the amended design on drawing **23066-103-C** and the auditor has confirmed that there are no residual points relating to the arrangement at this stage. The completed RSA is included in **Appendix G**.

4.4 Street Hierarchy

4.4.1 Whilst a matter of detail that will be covered by later reserved matters applications the site layout will be designed in accordance with guidance contained in Manual for Streets and the following street hierarchy has been used in developing the illustrative site layout:

- Primary Street – minimum 5.5m wide carriageway with 2.0m footways on the primary routes through the development;
- Secondary Streets – 5.0m shared surfaces with service margins designed to enable access for refuse vehicles; and
- Private driveway – narrower shared surface areas where refuse vehicles do not need to enter.

4.5 Service and Refuse Collection Arrangements

4.5.1 The detailed layout of the scheme (which will be determined through a separate reserved matter application), will have due regard to the guidance on carry distances for refuse provided in Schedule 1, Part H of the Building Regulations :

- Residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point; and
- Waste collection operatives should be able to get within 25m of the storage point.

4.5.2 The site layout will be designed with reference to Section 6.8 of the Manual for Streets and will meet the wider MfS requirements in terms of providing access for emergency vehicles. All roads within the site layout will provide in excess of 3.7m width (the required working width of a fire tender).

4.6 Parking Provision

4.6.1 Parking on the site will also be determined as part of a future reserved matters application relating to layout. The illustrative layout has provided car and cycle parking in accordance with standards set out in the East Hants Vehicle Parking SPD.

4.6.2 Electric vehicle parking will be provided in accordance with Building Regulations Approved Document Part S. It is proposed that each dwelling will have a charge socket with a minimum nominal rated output of 7kW.

4.7 Summary

4.7.1 Safe and suitable access has been discussed with HCC at the Pre-Application stage. The comments provided at that stage as well as those from a Stage 1 RSA have been incorporated into an updated priority junction design onto Beechlands Road.

4.7.2 Active travel mode access is proposed at three points into the site with onward connections within the site layout providing permeability and maximising opportunities for sustainable transport usage by future residents.

4.7.3 The site layout will be subject to a reserved matters application, however the Illustrative Masterplan (included as **Image 4.1**) demonstrates how a compliant layout could be delivered.

SECTION 5 Sustainable Transport Strategy

Introduction

5.1.1 The site is well located to take up the opportunities for sustainable travel – local facilities and services are nearby, as is a frequent bus service to destinations further afield, which runs for 17 hours a day (Monday to Friday).

5.1.2 The sustainable transport strategy aims to make walking, cycling and public transport the preferred choice for the majority of journeys through:

- Providing a highly permeable site layout and incorporating the active travel connections identified in Section 4;
- A Travel Plan; and
- Implementation of local improvements identified in the WCHAR and Healthy Streets Assessment

Site Design

5.1.3 The illustrative site layout will be conducive to walking and cycling with a 20mph design speed, continuous footways and street lighting provided throughout.

5.1.4 Three active travel connections are provided which are purposefully located to enable convenient walking and cycling access onto three sides of the site.

5.1.5 Safe, covered and secured cycle parking will be provided for each property in accordance with the parking standards available at the time of a subsequent reserved matters planning application.

5.1.6 Each home will be provided with one active electric vehicle charging unit as per Building Regulations Part S.

5.1.7 High speed broadband connectivity will be provided for each home to enable residents to work from home and therefore reduce the need to travel.

Travel Plan

5.1.8 The Framework Travel Plan (ref: *ITB13450-009*) set targets to deliver modal shift from car single occupancy car use towards sustainable transport modes and reduce the traffic impact of the proposed development. It has been prepared in line with current best practice guidance and includes a comprehensive package of active and sustainable transport measures.

Local Improvements

5.1.9 The development can provide an opportunity to help bring forward the potential improvements identified in the WCHAR and Healthy Streets Assessment:

- Tactile paving along Boyneswood Road for those walking north/south;
- Relocation of uncontrolled pedestrian crossing adjacent to the north-east bound bus stop on A31 Winchester Road. The footway width behind the bus stop is currently constrained;
- There is the potential for development in the area to provide a contribution to refresh the top dressing of Bridleway 32 if necessary, in the future;
- Tactile paving and dropped kerbs implemented along A31 Winchester Road; and
- A link could be provided up through Chawton Wood Car Park into the woodland (subject to land ownership and highway boundary). This would facilitate the provision of an additional connection to the east towards Alton.

Site Location

5.1.10 A recent Appeal decision (*ref: APP/M1710/W/23/3329928*) for the development of up to 60 dwellings on land at 46 Lymington Bottom, Four Marks was allowed on 10th April 2024. Paragraph 3 of the Inspector's Appeal Decision stated that *"subsequent to the SoC a Connectivity Study, Transport Note and Framework Travel Plan were submitted. The Council accepted that these demonstrated the site's accessibility to facilities and the potential for safe access."*

5.1.11 The Appeal site and the proposed development consider within this TA are located within similar proximity to a range of local facilities that can be accessed via sustainable transport modes. Image 5.1 visualises the close proximity between the two sites.

Image 5.1: Proximity between proposed development and Appeal site.

SECTION 6 Residual Traffic Impact

6.1 Introduction

6.1.1 This section of the TA assesses the residual traffic impact of the proposed development on the local highway network during the morning and evening peak periods.

6.2 Observed Traffic Flows

6.2.1 To establish the baseline operation of the local highway network, traffic surveys have been undertaken at the following junctions on Thursday 29th September 2022 between 07:00 and 10:00 and 16:00 and 19:00 to establish the morning and evening peak periods of operation:

- A31 / Lymington Bottom Staggered Crossroads
- Lymington Bottom Road One-Way Working Bridge

6.2.2 A further survey was undertaken on Wednesday 27th September 2023 between 07:00 and 10:00 and 16:00 and 19:00 at the following junction:

- Boyneswood Road / Winchester Road
- Boyneswood Road One-Way Working Bridge

6.3 Traffic Growth, Committed Development and Assessment Scenarios

6.3.1 Traffic Growth has been allowed for using rates derived from the TEMPro database. The following scenarios are assessed later in this section. The traffic surveys undertaken in 2022 have been factored up to 2024, and the traffic surveys undertaken in 2023 has also been factored up to 2024 to provide a consistent baseline.

6.3.2 Land to the rear of Brackenbury Gardens (planning ref: 25256/049) was approved on 20th January 2023 for the construction of 45 dwellings. The vehicular trip generation and distribution from the Transport Assessment for this site has been factored into the baseline traffic scenario (as traffic from this site would not have been recorded during the traffic surveys).

6.3.3 The 2024 baseline has then been factored to 2029 (i.e. five years post planning application submission) using the following growth factors:

Table 6.1: TEMPro Growth Factors

Base Year	Future Year	AM Growth Rate	PM Growth Rate
2022	2024	1.0043	1.0033

Base Year	Future Year	AM Growth Rate	PM Growth Rate
2023	2024	1.0022	1.0017
2024	2029	1.0400	1.0392

6.4 Trip Generation

6.4.1 To determine the likely vehicular traffic generation of the site, residential trip rates have been procured using the TRICS database (TRICS outputs are included as **Appendix H**).

6.4.2 The trip rates and subsequent trip generation for the site are summarised in **Table 6.2** below.

Table 6.2: Vehicular Trip Rate – Proposed Residential Development (70 Dwellings)

Trip Rate Type	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
Per Dwelling	0.106	0.418	**0.524**	0.397	0.205	**0.602**
Trip Generation (70 dwellings)	7	29	**36**	28	14	**42**

Source: TRICS Database

6.4.3 The proposed residential development is likely to generate 36 and 42 two-way movements in the morning and evening peak periods respectively. This equates to one additional vehicle movement every one or two minutes in the peak hours.

6.5 Traffic Distribution and Assignment

6.5.1 To distribute the development attracted/generated traffic onto the local highway network, the following considerations have been made:

- For the proportion of peak hour trips that are work journeys, the 2011 Journey to Work data for the East Hampshire 007 mid-layer super output area has been used as it is directly comparable to the development in terms of location. This area encompasses all of Four Marks and Medstead and other settlements in the area including Bentworth, Beech and Lower Farringdon. This area has been used to derive the likely workplace destinations for future residents of the site and so identify existing commuting patterns;
- For other journey purpose trips, a P/T2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) within a 30-minute drive from the site (estimated from Google Maps Directions facilities); and

- Specific consideration of the potential for primary school related trips to be undertaken by car.

6.5.2 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment and is presented in **Table 6.3**.

Table 6.3: Summary of Development Trip Distribution (Travel by Car)

Destination	Employment Trips (%)	Non-Commuter Trips (%)	Total (%)
Aldershot	0.5%	3.8%	4.4%
Alton	8.7%	8.2%	17.0%
Basingstoke	4.0%	8.3%	12.3%
Bordon	1.5%	1.3%	2.8%
Eastleigh	0.7%	5.3%	6.0%
Fareham	0.6%		0.6%
Farnborough	1.0%	3.5%	4.6%
Farnham	1.9%	3.1%	5.1%
Fleet	0.6%	2.4%	3.0%
Four Marks	5.2%	4.4%	9.6%
Guildford	1.4%	-	1.4%
Havant	0.5%	-	0.5%
Hook	0.6%	0.6%	1.2%
London	1.5%	-	1.5%
Medstead	-	5.5%	5.5%
New Alresford	2.1%	1.3%	3.4%
Other	7.7%	-	7.7%
Petersfield	1.0%	1.3%	2.4%
RAF Odiham	0.3%	0.2%	0.4%
Southampton	0.7%	-	0.7%
Surrey Heath	0.7%	-	0.7%
West Berkshire	0.6%	-	0.6%
Winchester	3.3%	5.6%	9.0%
Total	**45.0%**	**55.0%**	**100.0%**

Source: 2011 Census / Consultant's Gravity Model (some rounding applied)

6.5.3 On the basis of the methodology set out above, the trip distribution and assignment is illustrated within **Appendix I**.

6.6 Scope of Assessment

6.6.1 To assess the impact of the development proposal on the local highway network, operational assessments have been undertaken using industry standard junction modelling software (Junctions 10) at the following junctions:

- Boyneswood Road / Winchester Road
- A31 / Lymington Bottom Staggered Crossroads
- Lymington Bottom Road One-Way Working Bridge
- Boyneswood Road One-Way Working Bridge

6.6.2 The two-way traffic flows recorded on Beechlands Road is shown in **Table 6.4**. Due to the low existing traffic flows on Beechlands Road, the site access and the junction between Beechlands Road / Fish Ash Road / Roe Downs Road has not been modelled. The impact of the development at this junction will be negligible.

Table 6.4: Beechlands Road – Observed Flows

Time Period	Northbound	Southbound	Two-way
Morning Peak (08:00 – 09:00)	12	12	24
Evening Peak (17:00 – 18:00)	12	10	22

6.7 Assessment Results

6.7.1 Full Junctions 10 outputs are included as **Appendix J**.

6.7.2 The results of the assessment for the years 2024 Base, 2029 Base + Committed and 2029 Base + Committed + Development scenarios are presented below for each of the study junctions.

Boyneswood Road / Winchester Road Priority Junction

Table 6.5. Boyneswood Road – Winchester Road

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (Vehs)	Delay (s)	Max RFC	Queue (Vehs)	Delay (s)
2024 Base						
Boyneswood – Winchester Road	0.60	1	27	0.34	1	13
Winchester Road – Boyneswood	0.42	2	7	0.39	2	6
2029 Base + Committed						
Boyneswood – Winchester Road	0.70	2	37	0.38	1	14
Winchester Road – Boyneswood	0.47	2	8	0.46	2	6
2029 Base + Committed + Development						
Boyneswood – Winchester Road	0.74	3	43	0.40	1	15
Winchester Road – Boyneswood	0.48	2	8	0.51	3	7

Source: Junctions 10

6.7.3 The junction is forecast to operate well within capacity, with a maximum RFC of 0.74 recorded within the 2029 Base + Committed + Development scenario.

6.7.4 There is some forecast queuing and delay on the Boyneswood Road arm in the 2029 "with development" morning peak scenario (three vehicles queuing which experience a 43 second delay) compared to one vehicle queuing which experiences a 27 second delay in 2024. However, despite these increases in queuing and delay the junction is forecast to operate within capacity.

6.7.5 In recognition of the sensitivity of this junction consideration has also been given to the queue lengths observed at the junction in the 2023 survey against the modelled queues. This has demonstrated the following:

Boyneswood Road: Average queue– AM Peak 1 vehicle; and

Boyneswood Road: Average queue – PM Peak 0 vehicle.

6.7.6 This is further supported by snapshots from the queue length survey undertaken at the junction, show in **Image 6.1**.

Image 6.1: Snapshot from Queue Length Survey at 08:07 (left) and 17:25 (right).

6.7.7 On this basis the base model validates well against observed queues and should be considered a robust method to forecast future capacity.

A31 / Lymington Bottom Staggered Crossroads

Table 6.6. A31 – A31 / Lymington Bottom Staggered Crossroads

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (vehs)	Delay (s)	Max RFC	Queue (vehs)	Delay (s)
2024 Base						
Lymington Bottom (S) Left Turn	0.36	1	13	0.35	1	12
Lymington Bottom (S) Right Turn	0.49	1	33	0.40	1	24
A31 Winchester Road (East)	0.29	0	9	0.28	0	8
Lymington Bottom (N) Left Turn	0.40	1	15	0.33	1	12
Lymington Bottom (N) Right Turn	0.36	1	25	0.30	0	19
A31 Winchester Road (West)	0.30	0	8	0.17	0	7
2029 Base + Committed						
Lymington Bottom (S) Left Turn	0.37	1	12	0.36	1	12
Lymington Bottom (S) Right Turn	0.51	1	33	0.43	1	25
A31 Winchester Road (East)	0.29	0	8	0.28	0	8
Lymington Bottom (N) Left Turn	0.41	1	14	0.34	1	12
Lymington Bottom (N) Right Turn	0.36	1	24	0.32	1	20
A31 Winchester Road (West)	0.30	0	8	0.18	0	7

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (vehs)	Delay (s)	Max RFC	Queue (vehs)	Delay (s)
2029 Base + Committed + Development						
Lymington Bottom (S) Left Turn	0.37	1	12	0.37	1	12
Lymington Bottom (S) Right Turn	0.51	1	34	0.42	1	26
A31 Winchester Road (East)	0.29	0	8	0.29	0	8
Lymington Bottom (N) Left Turn	0.43	1	15	0.35	1	12
Lymington Bottom (N) Right Turn	0.39	1	26	0.34	1	21
A31 Winchester Road (West)	0.31	0	8	0.18	0	7

Source: Junctions 10

6.7.8 The junction is forecast to operate well within capacity with a maximum RFC of 0.51 recorded in the 2029 Base + Committed + Development scenario.

6.7.9 Queue length surveys for the junction have been reviewed. This identified the following average queues in the morning and evening peak periods.

- A31 Winchester Road (East) – AM Peak – 0 vehicles, PM Peak – 0 vehicles
- Lymington Bottom Road (North) – AM Peak – 1 vehicle, PM Peak – 1 vehicle
- Winchester Road (West) – AM Peak – 0 vehicles, PM Peak – 0 vehicles
- Lymington Bottom Road (South) – AM Peak – 1 vehicle, PM Peak – 1 vehicle.

6.7.10 The junction queue length survey compares well against the base model and is considered appropriate.

Lymington Bottom Road and Boyneswood Road One-Way Bridges

6.7.11 An assessment of the operation of the one-way working bridges on Lymington Bottom Road and Boyneswood Road has also been undertaken.

Table 6.7: Lymington Bottom Road - Bridge

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (vehs)	Delay (s)	Max RFC	Queue (vehs)	Delay (s)
2024 Base						

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (vehs)	Delay (s)	Max RFC	Queue (vehs)	Delay (s)
Lymington Bottom Road (N)	0.40	1	10	0.28	0	8
2029 Base + Committed						
Lymington Bottom Road (N)	0.42	1	11	0.29	0	8
2029 Base+ Committed + Development						
Lymington Bottom Road (N)	0.43	1	11	0.31	0	8

Source: Junctions10

Table 6.8: Boyneswood Road - Bridge

Arm/Movement	AM Peak Hour			PM Peak Hour		
	Max RFC	Queue (vehs)	Delay (s)	Max RFC	Queue (vehs)	Delay (s)
2024 Base						
Boyneswood Road (S)	0.30	0	8	0.22	0	7
2029 Base + Committed						
Boyneswood Road (S)	0.34	0	8	0.24	0	7
2029 Base+ Committed + Development						
Boyneswood Road (S)	0.36	1	9	0.25	0	7

Source: Junctions10

6.7.12 Image 6.2 presents a snapshot from the queue length survey undertaken for the Boyneswood Road Bridge assessment for the morning peak period (08:07) and evening peak period (17:25). On this basis the base model validates well against observed queues and should be considered a robust method to forecast future capacity.

Image 6.2. Boyneswood Road Bridge – Model Validation (AM and PM Peak Periods).

6.7.13 This analysis identified that both the one-way working bridges will operate well within capacity in the future year scenario with the addition of development, with minimal queuing and delay.

Summary

6.7.14 The junction capacity assessments show that the local highway network will operate well within capacity with the addition of the proposed development.

6.7.15 The traffic impact of the proposed development falls far short of 'severe' impact as outlined in paragraph 115 of the NPPF.

SECTION 7 Summary and Conclusions

7.1 This TA has been prepared following pre-application discussions with HCC and assesses the proposed development of up to 70 dwellings against the 'key transport tests' set out in paragraph 114 of the NPPF. The development is acceptable in transport terms as set out below.

Will the opportunities for sustainable travel be taken up appropriately?

7.2 There is an established precedent for residential development in this location. Future residents of the site will have access to a variety of everyday facilities and services located within a comfortable walking and cycling distance of the site.

7.3 Journeys further afield can be accommodated by public transport with bus stops located on the A31 Winchester Road within a 10 minute walk of the centre of the site which provide onward connection to Alton rail station. Additionally, there are opportunities for cycling into Alton via NCN Route 224.

7.4 These opportunities for sustainable transport will be promoted and taken up appropriately and proportionately though:

- Site design, e.g. providing an environment that is conduce for use by active travel modes, the provision of cycling parking and EV charging and dwelling design that seeks to enable working from home.
- A Travel Plan in line with HCC's guidance.
- Local improvements identified in the WCHAR and Healthy Streets Assessment.

Will safe and acceptable access be provided to the site for all modes?

7.5 The following access strategy is proposed:

- A priority-controlled junction onto Beechlands Road with multiple pedestrian connection points.

7.6 These access arrangements comply with relevant design guidance and have been subject to an independent Stage 1 Road Safety Audit. Safe and suitable access will be provided.

Will the site layout comply with design guidance?

7.7 The internal layout of the site is a reserved matter and will not be determined at this stage. Nevertheless, the illustrative site layout plan shows a street hierarchy in line with design guidance, adequate provision for car and cycle parking, sufficient space for servicing and in line with Building Regulations guidance for fire access.

Will the traffic impacts be acceptable?

7.8 The traffic generation of the proposed development will be less than one or two vehicles per minute, which is a very modest level of increase. Detailed modelling of the local highway network shows no material residual impact on local junctions. It should also be noted that the assessments do not allow for the positive impacts that are likely to occur as a result of the Travel Plan and Sustainable Travel Strategy.

7.9 The impact of the proposed development falls well below 'severe' impact high bar. Traffic impacts are therefore acceptable.

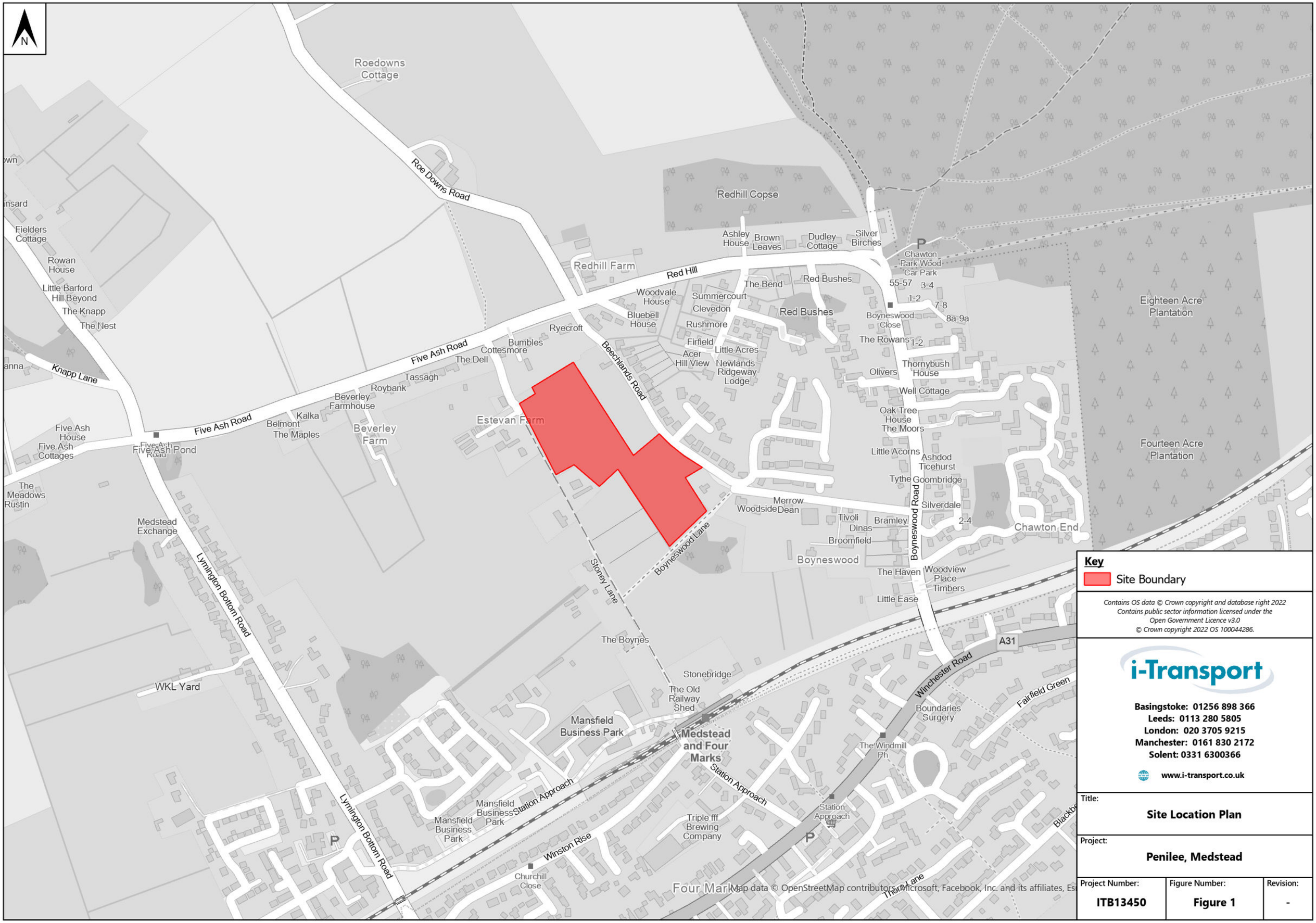
7.10 Conclusions

7.10.1 It is therefore concluded that:

- The site is located in an accessible location that is suitable for a residential development of up to 70 dwellings. Current public transport and local active travel links provide opportunities for sustainable travel to be taken up. The site provides connections and proposes improvements to local infrastructure such as the PROW network and through the delivery of the Sustainable Transport Strategy and Travel Plan will ensure that these opportunities can be taken up by future residents;
- The site access arrangements comply with local and national design guidance and have been subject to an independent Stage 1 Road Safety Audit as well as pre-application engagement with HCC. Connectivity for active travel modes has been considered with connections provided on three sides of the development catering for all future desire lines. Safe and suitable access will therefore be provided for all users;
- The impact of the development on the operation of the local highway network within Medstead and Four Marks has been assessed and it is demonstrated that there will not be any significant residual impacts arising from the development.

7.10.2 Overall, the proposal is therefore demonstrated to comply with relevant transport policy, particularly the NPPF and in transport and highways terms is shown to be acceptable.

FIGURES



Key

Site Boundary

i-Transport

Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 020 3705 9215
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:
Site Location Plan

Project:
Penilee, Medstead

Project Number:	Figure Number:	Revision:
ITB13450	**Figure 1**	**-**

Key

- Site Boundary
- 1.6km Walking Catchment
- 3.2km Walking Catchment
- Four Marks Local Centre
- Employment Area
- E1 Redhill Farn
- E2 Mansfield And Woodlea Business Park
- E3 Station Approach Employment
- E1 Medstead CoE Primary School
- E2 Medstead Preschool & Nursery
- E3 Single Steps Nurseries
- E4 Four Marks Preschool & Nursery
- L1 ARH Gym
- L2 Four Marks Bowls Club
- L3 Four Marks Tennis Courts
- L4 Four Marks Playground
- L5 Four Marks Village Hall
- L6 Four Marks Recreation Ground
- R1 Co-operative Food
- R2 Arrows Off-Licence
- R3 Clementines Fruit and Veg
- R4 The Tall Ship Takeaway
- R5 Tesco
- R6 Loaf Bakery
- R7 BP Garage
- R8 M&S Food Store
- H1 Boundaries Surgery
- H2 Shine Dental Clinic
- H3 Dr ET King Medical
- H4 Mansfield Park Surgery
- Bus Stops
- NCR224
- Bus Route 64
- Footpath
- BOAT (Byway Open to All Traffic)
- Bridleway

i-Transport

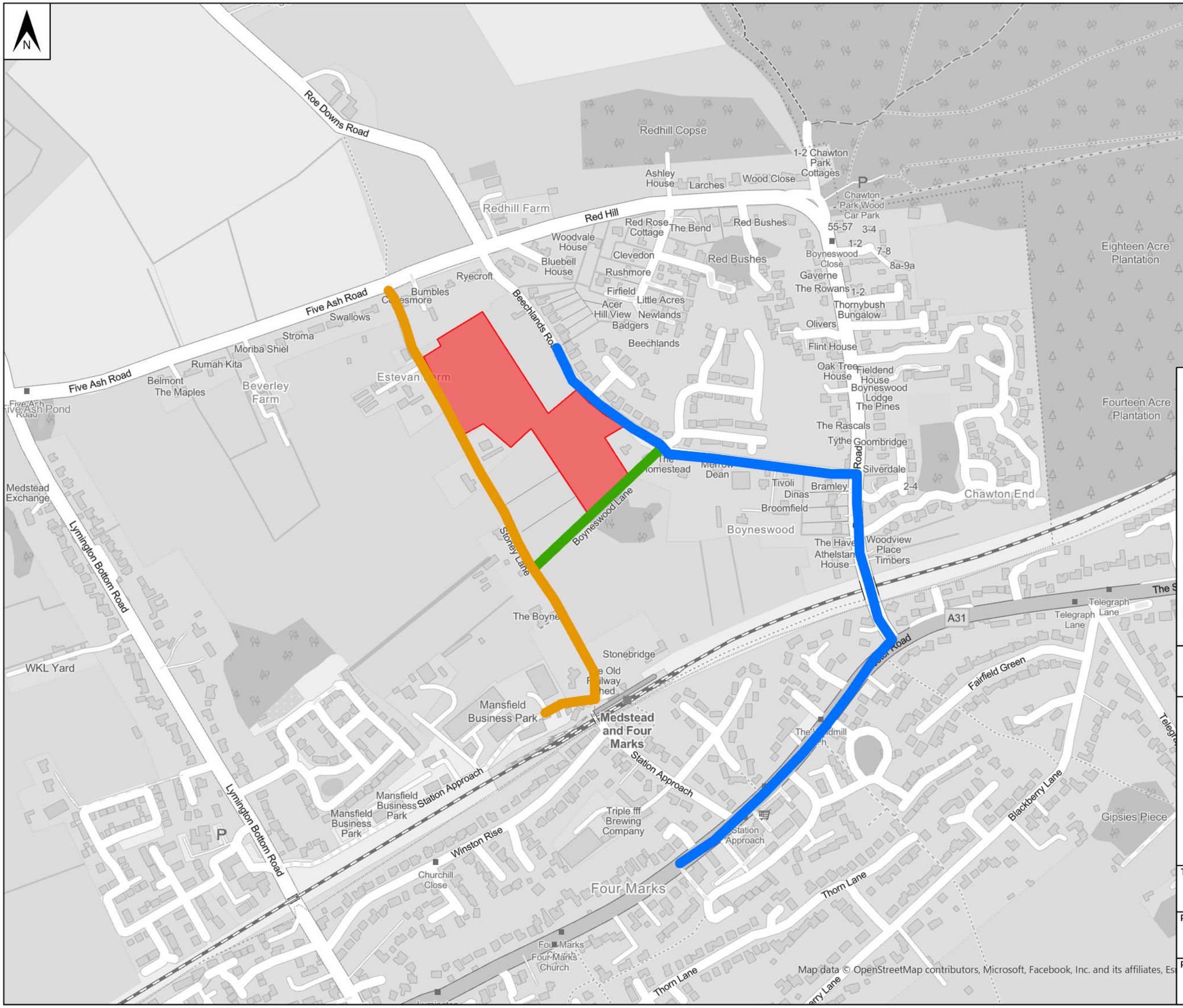
Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 020 3705 9215
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title: **Local Amenities Plan**

Project: **Land at Beechlands Road, Medstead**

Project Number:	Figure Number:	Revision:
ITB13450	Figure 2	-



Key

- Site Boundary
- Route 1: Site access on Beechlands Road, eastbound to the connection with Boyneswood Lane
- Route 2: Connection on the eastern boundary of the site on Boyneswood Lane
- Route 3: Connection on the southern boundary of the site onto Stoney Lane

i-Transport

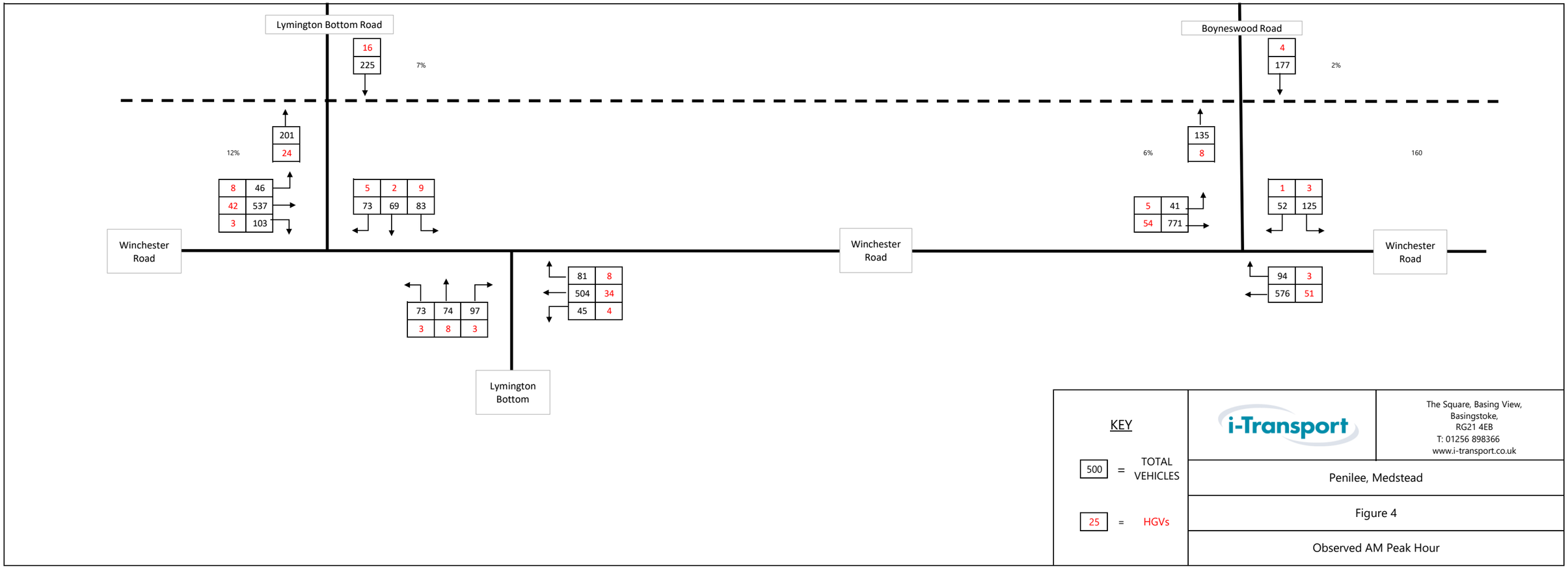
Basingstoke: 01256 898 366
Leeds: 0113 280 5805
London: 020 3705 9215
Manchester: 0161 830 2172
Solent: 0331 6300366

www.i-transport.co.uk

Title:
Healthy Streets Assessment

Project:
Land at Beechlands Road, Medstead

Project Number:	Figure Number:	Revision:
ITB13450	**Figure 3**	**-**



KEY

500 = TOTAL VEHICLES

25 = HGVs

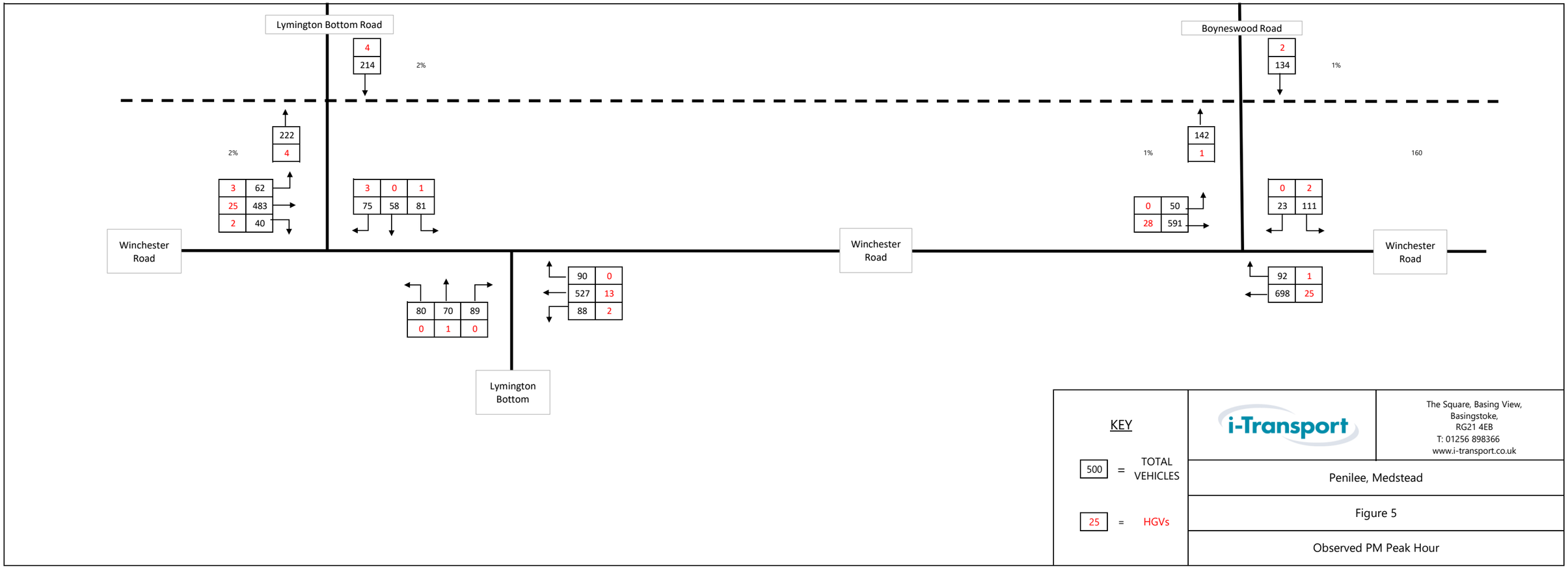
i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 4

Observed AM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

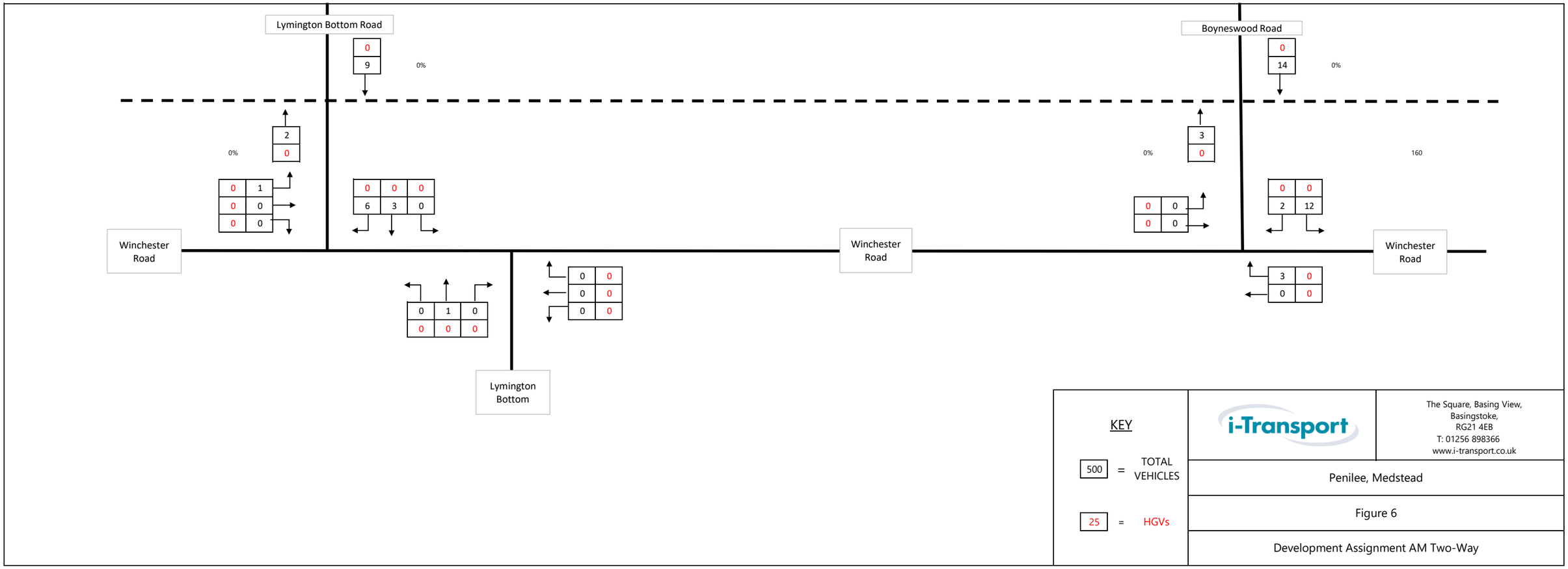
i-Transport

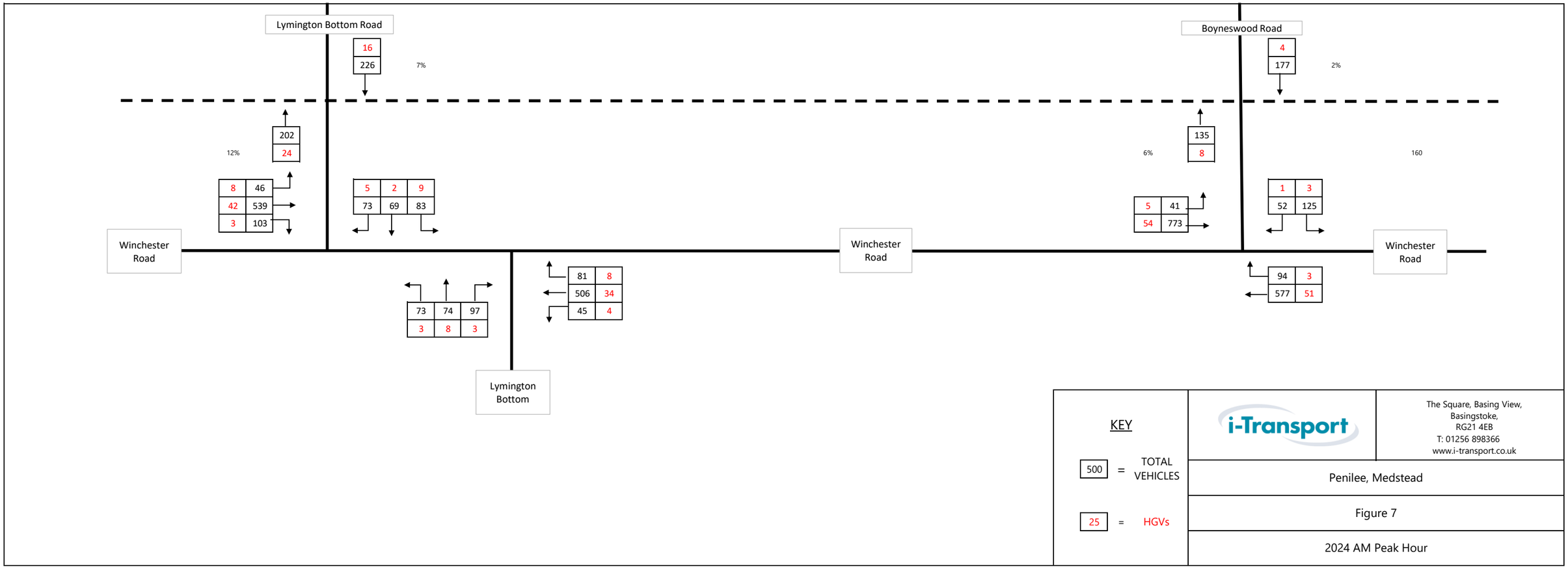
The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 5

Observed PM Peak Hour


Lymington Bottom Road
0
9
0%
2
0
0%
0 1
0 0
0 0
0 0 0
6 3 0
Winchester Road
Winchester Road
0 1 0
0 0 0
0 0
0 0
0 0
Lymington Bottom
Boyneswood Road
0
14
0%
3
0
0%
0 0
0 0
160
0 0
2 12
Winchester Road
3 0
0 0
KEY
500 = TOTAL VEHICLES
25 = HGVs
i-Transport
The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk
Penilee, Medstead
Figure 6
Development Assignment AM Two-Way



KEY

500 = TOTAL VEHICLES

25 = HGVs

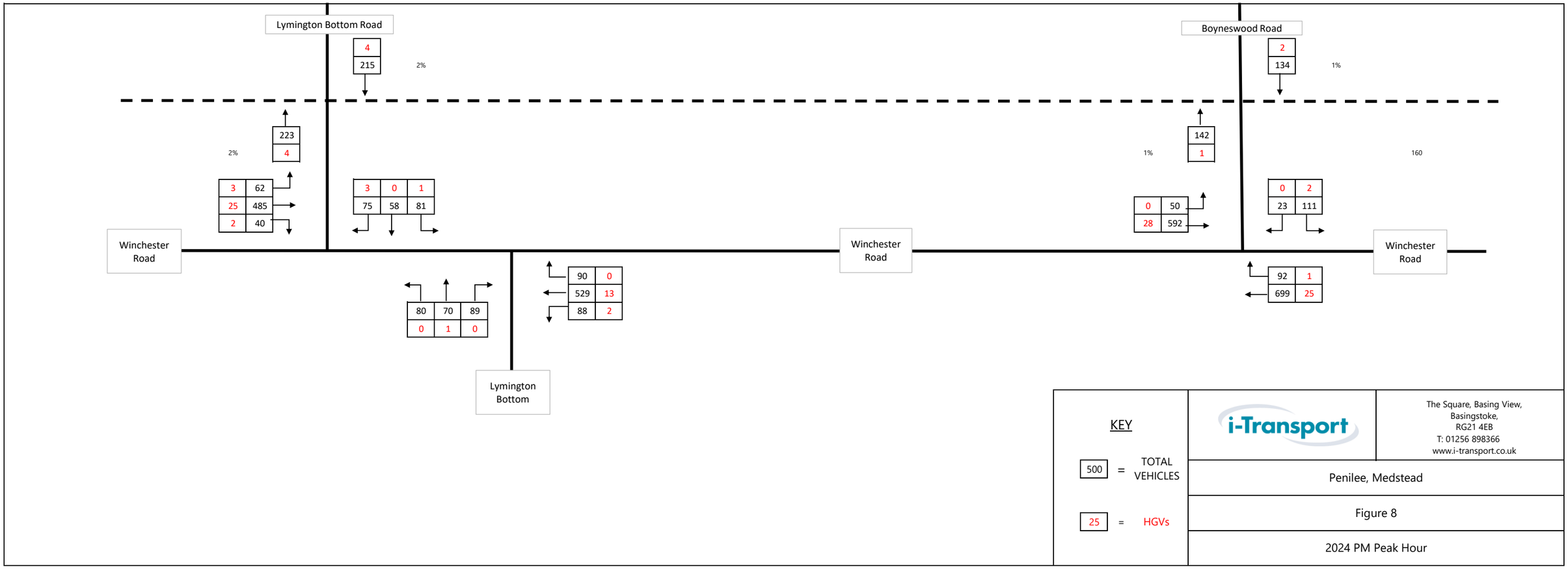
i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 7

2024 AM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

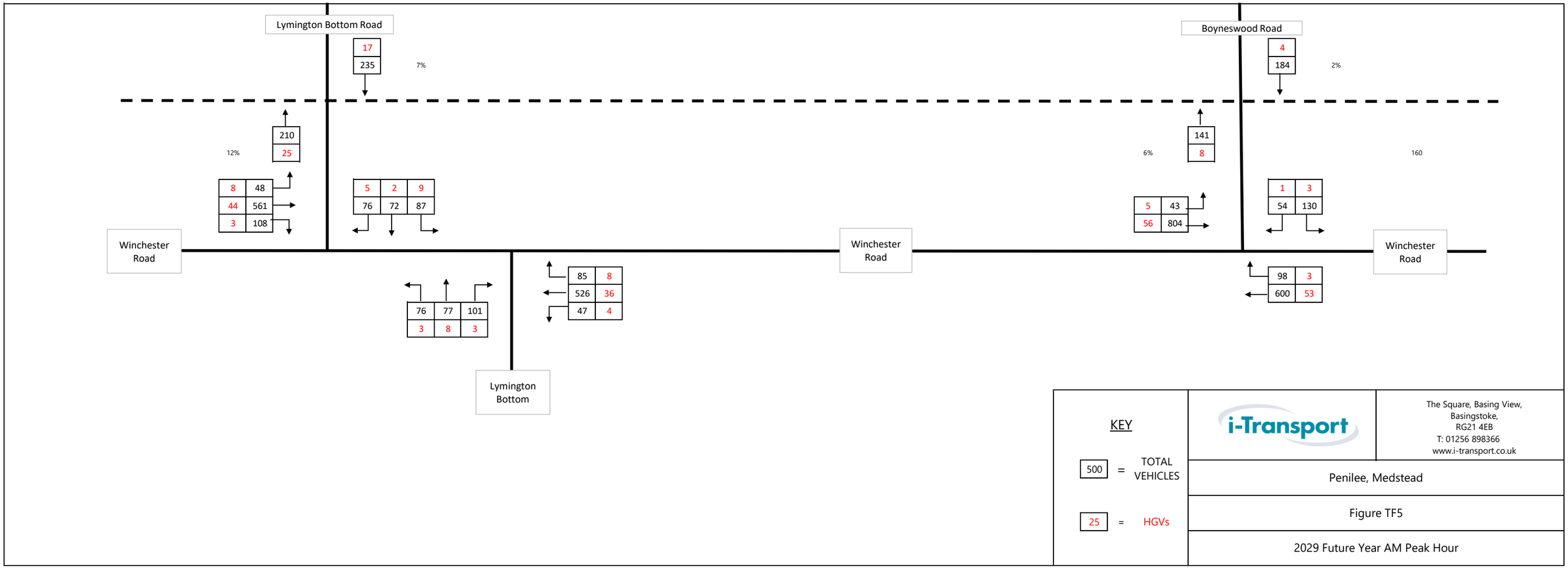
i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 8

2024 PM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

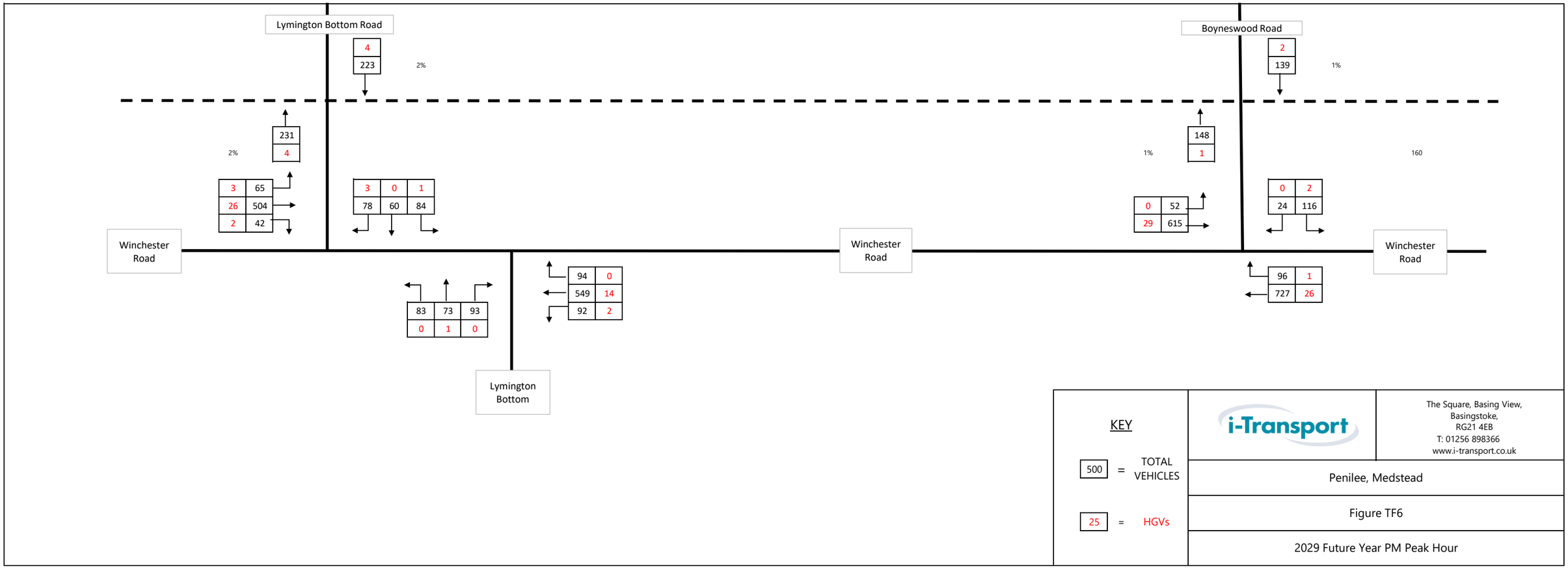
i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure TF5

2029 Future Year AM Peak Hour



KEY

500 = TOTAL VEHICLES

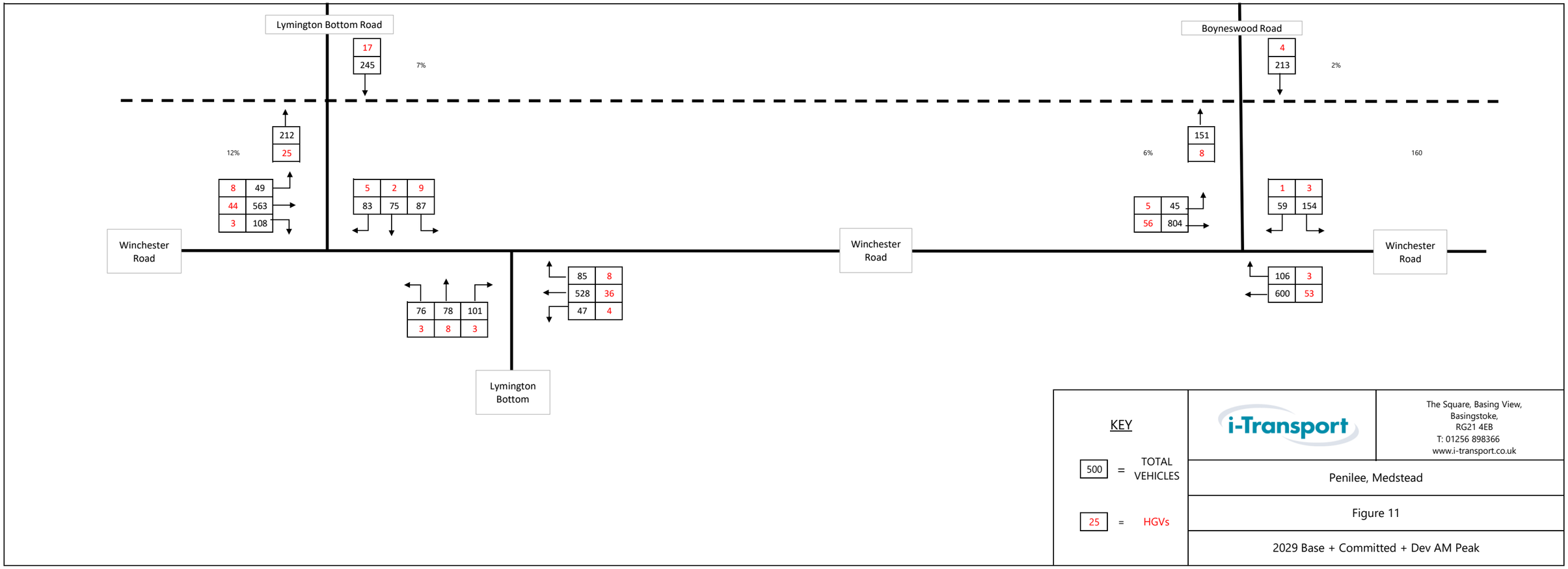
25 = HGVs

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure TF6

2029 Future Year PM Peak Hour



KEY

500 = TOTAL VEHICLES

25 = HGVs

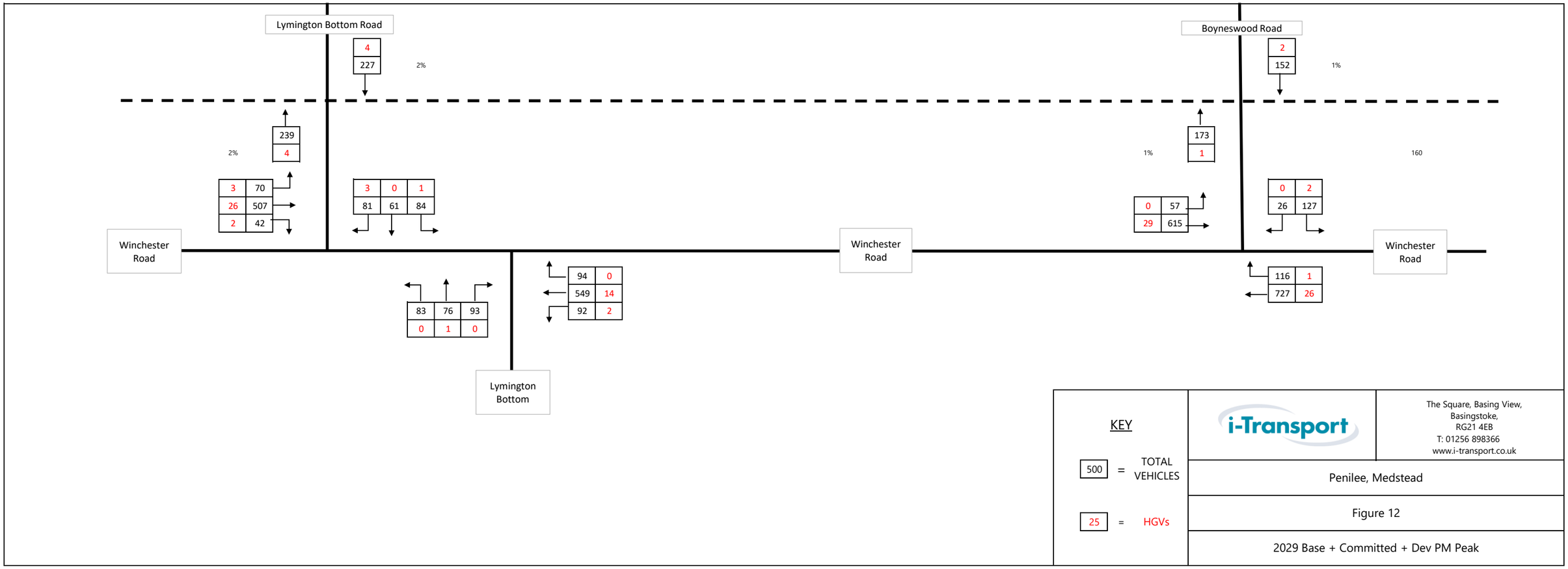
i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 11

2029 Base + Committed + Dev AM Peak



KEY

500 = TOTAL VEHICLES

25 = HGVs

i-Transport

The Square, Basing View,
Basingstoke,
RG21 4EB
T: 01256 898366
www.i-transport.co.uk

Penilee, Medstead

Figure 12

2029 Base + Committed + Dev PM Peak

DRAWINGS

GENERAL NOTES:

1. All dimensions to be checked on site. All details and dimensions relating to sub-Contractors work must be checked and agreed between the sub-Contractor or supplier and the general Contractor.

2. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.

3. The main Contractor is responsible for ensuring the stability of the structure whilst the works are in progress.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority. No liability is accepted by the Consultant and the main Contractor is responsible for obtaining and checking all information and taking due care and attention whilst undertaking the works.

SEE INSET PLAN FOR CONTINUATION OF VISIBILITY SPLAYS

1.5m x 43m pedestrian visibility

Cut back hedge within visibility splay

Existing gully to be removed and replaced in new location

Proposed Diagram 1003A

Proposed Diagram 1009A

2.4m x 43m junction visibility splay

Proposed Diagram 1004

BEECHLANDS ROAD

Tarmac Footpath

Hedge 1.8

Hedge 2.0

PRF 1.20

NOTE:
Vehicular access to be approved, all details relating to internal site design, path location and crossing points to be agreed at detail design and reserved matters

VISIBILITY INSET PLAN
(Scale 1:200)

GENERAL ARRANGEMENT PLAN
(Scale 1:200)

-2m 0 2m 4m 6m 8m

Series	Drg. No.	Rev	Drawing Title
HCC11/C/	010	B	Precast concrete kerbs
HCC11/C/	045	C	Footways Types 1A, 1B, 2 & 3
HCC11/C/	060	B	Uncontrolled pedestrian crossing in new works
HCC11/C/	065	B	Uncontrolled pedestrian crossing installed in existing footway
HCC11/C/	090	C	Reinstatement of drain and duct trenches in existing carriageways
HCC11/C/	126	A	Granite Sett Carriageway Strip
HCC11/D/	015	B	Gully Type 1

LEGEND - Agreement Plan

- Highway Boundary
- Site Boundary
- Pedestrian Visibility Splay
- Junction Visibility Splay
- S278 Footway - Full Depth Construction to drawing HCC11/C/045 Footway Type 1A
- S278 Verge
- S278 Carriageway - Full Depth Construction
- New Uncontrolled pedestrian crossing with buff colour blister tactile paving to drawing HCC11/C/060 when constructed in new footway
- PC1 100mm upstand kerb to drawing HCC11/C/010
- PC3 25mm upstand kerb to drawing HCC11/C/010
- PC4 Flush kerb to drawing HCC11/C/010
- TK Transition kerb to Detail A, drawing HCC11/C/015
- EF Precast concrete EF Edging to BS EN 1340.
- EX Existing kerbs
- Gully Type 1T, drawing HCC11/D/15

PROPOSED LEVELS PLAN
(Scale 1:200)

207.092 207.422 207.173 207.152 207.584 208.049 208.189 208.345 208.488 208.625 208.760 208.896 209.004 209.110 209.203 209.262 209.363 209.438 209.528 209.602 209.629 209.655 209.688 209.725 209.763 209.835 209.890

REV	DATE	INT	DESCRIPTION	CHK
C	30.04.24	AJD	North point direction corrected	SRM
B	26.04.24	AJD	Hatching, existing hedge notes and visibility splays updated	SRM
A	24.04.24	AJD	Uncontrolled crossing point on site access road moved, hedge details updated	SRM

Issue Status: PRELIMINARY

The Civil Engineering Practice
11 Tungsten Building
George Street
Fishersgate
Sussex
BN41 1RA

01273 424424
reception@civil.co.uk
www.civil.co.uk

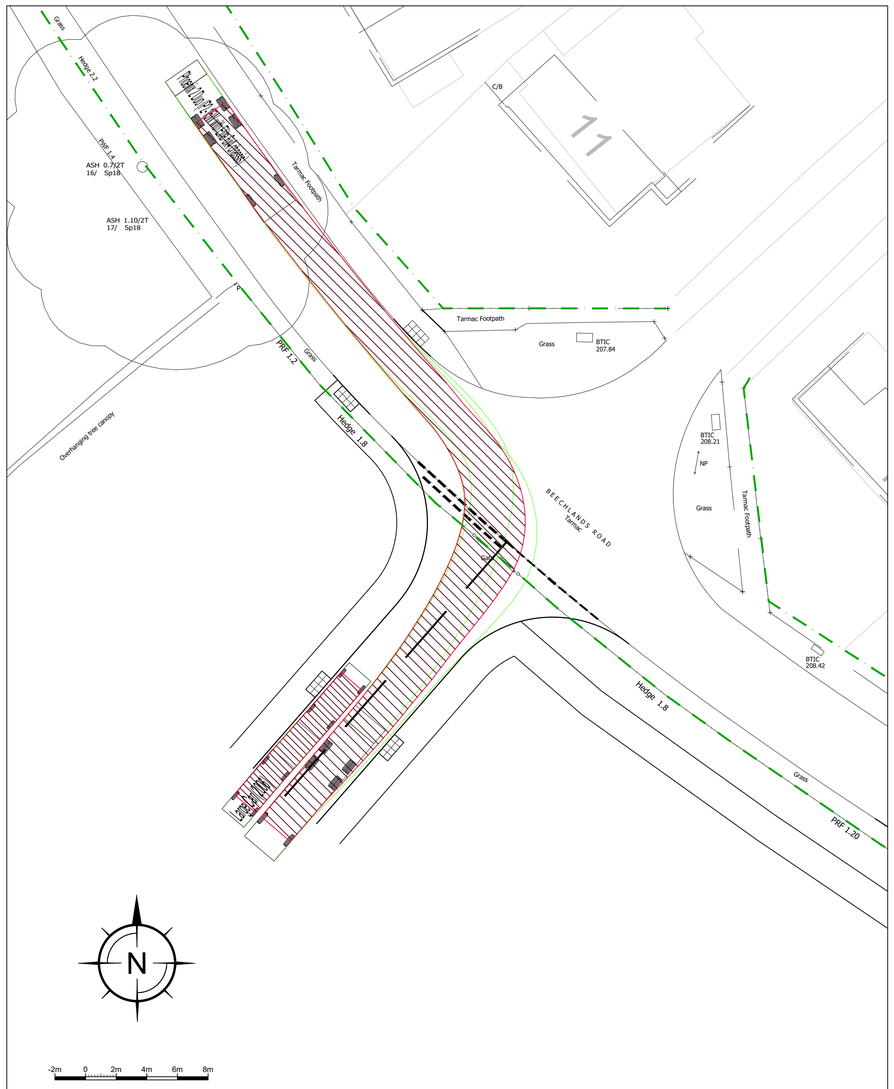
CLIENT: Bargate Homes Ltd

PROJECT: Land At Beechlands Road, Medstead

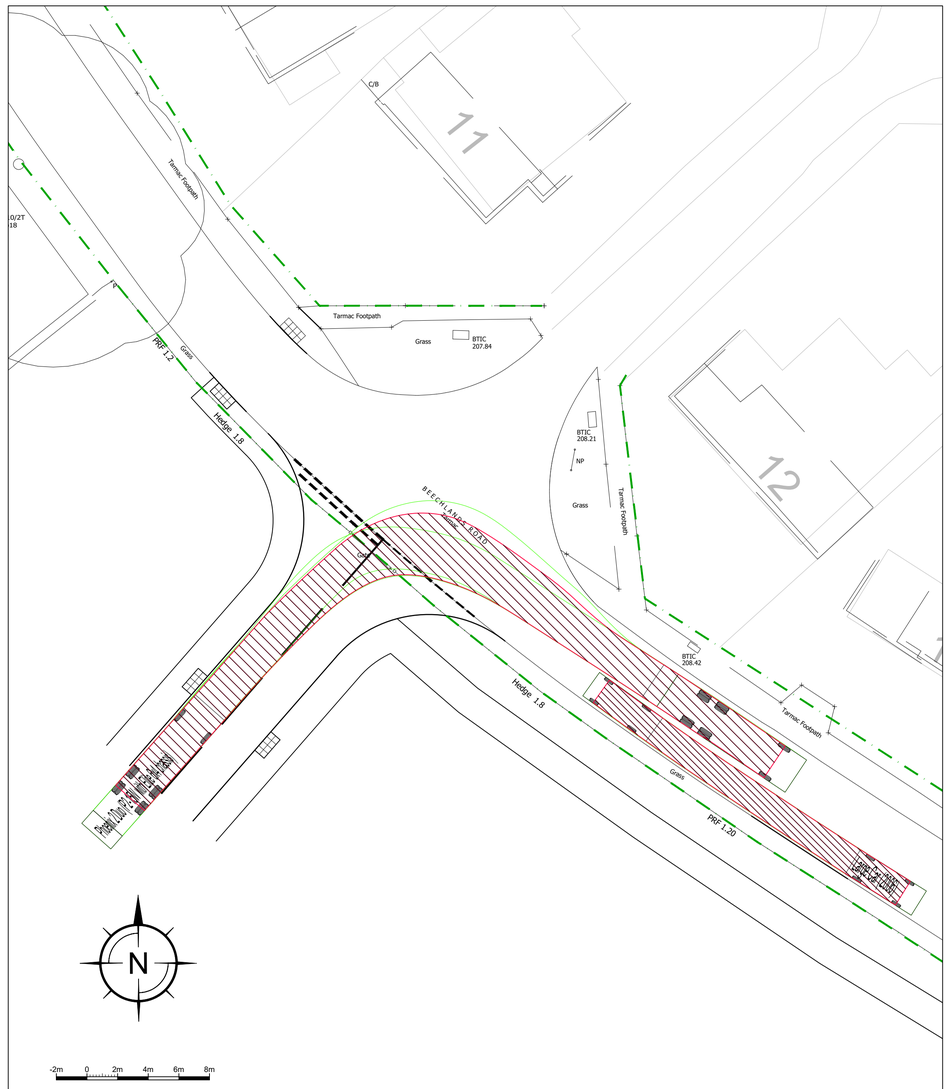
TITLE: General Arrangement

DRAWN	DATE	PROJECT NO.
A Davies	Apr 2024	23066
ENGINEER	CHECKED	DRG. No. / REV.
S Macandrew	SM	103 C

SCALE: 1:200 @ A1, 1:400 @ A3



REFUSE VEHICLE SWEPT PATH ANALYSIS
(Scale 1:200)



REFUSE VEHICLE SWEPT PATH ANALYSIS
(Scale 1:200)

Key:

Wheel track (Forward manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

Wheel track (Reverse manoeuvre) Shows outer limit of wheel entirely within the carriageway. Not encroaching on any kerbs

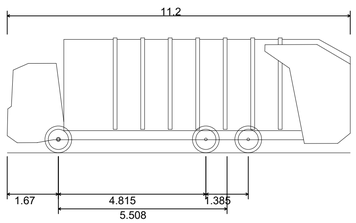
Body track - Shows the outer limit of body generally within carriageway

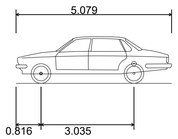
Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

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
Swept path forward speed	10mph

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m
Swept path forward speed	10mph





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

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2. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.

3. The main Contractor is responsible for ensuring the stability of the structure whilst the works are in progress.

4. Any information given regarding existing underground services is given in good faith after consultation with the relevant authority. No liability is accepted by the Consultant and the main Contractor is responsible for obtaining and checking all information and taking due care and attention whilst undertaking the works.

REV	DATE	INT	DESCRIPTION	CHK
A	03.05.24	AJD	Tracking updated	SRM

Issue Status PRELIMINARY

The Civil Engineering Practice
11 Tungsten Building
George Street
Fishersgate
Sussex
BN41 1RA

01273 424424
reception@civil.co.uk
www.civil.co.uk

CLIENT: Bargate Homes Ltd

PROJECT: Land At Beechlands Road, Medstead

TITLE: Refuse Vehicle Swept Path Analysis (10mph)

DRAWN	DATE	PROJECT NO.
A Davies	Apr 2024	23066
ENGINEER	CHECKED	DRG. No. / REV.
S Macandrew	SM	105 / A

SCALE: 1:200 @ A1, 1:400 @ A3

APPENDIX A. Illustrative Masterplan

A0

Romsey
T: 01794 367703
F: 01794 367276

Portishead
T: 01275 407000
F: 01794 367276

Camberley
T: 01276 749050
F: 01794 367276

www.thrivearchitects.co.uk

Rev	Description	Date	Au	Ch
P1	Preliminary Issue	19.04.24	CI/HT	JD/--
P2	Layout coloured	22.04.24	CI/NN	

Project	Beechlands Road, Medstead				
Drawing	Illustrative Masterplan - 01				
	-				
Client	BARGATE HOMES				
Job no.	BARG220428			Date	19.04.24
Dwg no.	IMP-01			Rev.	P2
Author	CI/HT	Checked	-/-	Scale	1:500@A0
Status	PRELIMINARY			Office	Romsey
Client ref.	-				

thrive. architects

APPENDIX B. HCC Pre-Application Meeting Notes

i-Transport LLP
Grove House, Lutyens Close, Chineham Court
Basingstoke, RG24 8AG

Tel: 01256 338640

Notes of Meeting

Project No: ITB13450
Project Title: Land at Beechlands Road, Medstead
Date: 12 August 2019
Venue: HCC Offices, Winchester

Attendees

Tom Fisher	—	HCC (TF)
Oliver Joyce	—	HCC (OJ)
Steve Jenkins	—	i-Transport (SJ)
Stephen Hunt	—	i-Transport (SH)

Item		Actions
1.0	**Introduction**	
1.1	TF explains the Local Plan position and the preferred site from EHDC is for land at Barn Lane with a reserve site identified on land west of Lymington Bottom Road.	
1.2	SJ explains that this site is adjacent to Bargate Homes existing site and the intention is to submit an outline planning application by end of September. The site is available and deliverable. The agenda for the meeting is TF's pre-app response dated 1/8/19.	
2.0	**Access**	
2.1	SJ tabled drawing ITB13450-GA-002 showing the proposed site access and footway connections onto Beechlands Road. HCC comment that they would much prefer to see a footway all along the site frontage.	
2.2	i-T will liaise with Bargate Homes as this option is likely to require the removal of a long length of hedgerow. An alternative maybe to have an internal path that 'pops out' in the south east corner of the site onto Boyneswood Lane.	i-T
2.3	SJ suggested a further option could be to have an internal pedestrian link to the southwest corner of the site to connect with Boyneswood Lane.	
2.4	HCC will consider these options, but their preference is for a footway on the frontage.	
3.0	**Trip generation**	
3.1	HCC have been dealing with a pre-application enquiry for a site in the area which has surveyed the Charles Church site off Lapwing Wing – and has yielded vehicle high trip rates which HCC have agreed will be used for the assessment at that site.	
3.2	Whilst HCC will not insist on i-T using this high trip rate, they consider that it would be helpful if i-T derived a local trip rate or considered using a trip rate which HCC have agreed locally recently.	

Item		Actions
3.3	i-T explained that one option would be to present analysis based on the i-T trip rate set out in the scoping report and also present a sensitivity test for the junction modelling based on a higher trip rate.	i-T
4.0	**Traffic growth and committed development**	
4.1	There is discussion about HCC's request for development plus 5 years traffic modelling. Whilst TF accepts that there is no guidance locally or nationally that requires 5 years testing after the year of opening, he confirms that HCC will continue to insist on it at development sites. i-T fundamentally opposes this but may consider a sensitivity test to address the point positively.	i-T
4.2	In terms of committed developments i-T suggest that the following are included: i Friars Oak Phase 1 (William Lacey / Bellway) – 80 dwellings (Assume 50% will be added to Sept 2018 traffic survey data). ii Friars Oak Phase 2 (William Lacey) – 50 dwellings (Assume 100% will be added to Sept 2018 traffic survey data). iii Land north of Boyneswood Lane (Bargate) – 51 dwellings (Assume 100% will be added to Sept 2018 traffic survey data). iv Land east of Lymington Bolton Road (Cala) – 79 dwellings (Assume 25% will be added to Sept 2018 traffic survey data). v Land west of Lymington Bolton Road (Miller + others) – 107 dwellings (Assume 50% will be added to Sept 2018 traffic survey data).	(HCC / i-T)
4.3	The percentage of dwellings added to the 2018 survey flows will be checked by i-T with the LPA for completions if at all possible. HCC will also check with their monitoring team.	
4.4	The Alternative Assumptions facility in TEMPRO will be used to avoid any double counting of traffic growth from increased households in the period.	
5.0	**Traffic modelling methodology**	
5.1	A capacity assessment of the priority working sections on Boyneswood Lane and Lymington Bottom Road will be carried out using JUNCTIONS 9.	i-T
5.2	i-T explained their observations of the Boyneswood Road / A31 Junction in the morning peak from a site visit in mid-June 2019 when there were no road works and traffic was not observed to queue to any great degree. The most significant queue was on A31 due to right turners seeking a gap in east bound flow before turning right into Boyneswood Road. i-T's model in JUNCTIONS 9 replicates the observed queuing.	
5.3	i-T are aware of the Friars Oak modelling which shows very large queues and delay – particularly on the Boyneswood Road arm which is not observed on site. i-T have identified some anomalies in the Friars Oak traffic data which needs further investigation. i-T will set this out in the Transport Assessment.	i-T

Item		Actions
6.0	**Accessibility**	
6.1	HCC wish to see a local improvement for pedestrians at the junction of Boyneswood Lane and Boyneswood Road to ensure there is a continuous pedestrian route with a short extension of the footway in Boyneswood Road as it meets Boyneswood Lane. i-T will review their site photographs and ensure this is covered in the Transport Assessment.	i-T
7.0	**Local Improvement Schemes**	
7.1	HCC have been exploring the provision of a footway on Roe Downs Road, but this is now on hold due to a need for 3rd Party land.	
7.2	The Friars Oak Phase 1 scheme completed an improvement on the Boyneswood Road bridge and made a payment towards a new footbridge.	
7.3	Friars Oak Phase 2 paid £200,000 towards: • A new crossing on the A31; • A new footway on Roe Downs Road; and • Boyneswood Road/A31 junction capacity improvements.	
7.4	However, Cala Homes have now funded the crossing on A31 and therefore this element of the £200,000 contribution was withdrawn from HCC's request prior to the recent Public Inquiry. Since the £200,000 contribution was agreed, HCC have commissioned Atkins to investigate the cost of providing the separate Boyneswood Road footbridge. The Atkins report concluded a £400,000 cost – which is construction cost only. HCC's engineers have since reviewed the Atkins work and their own cost for the design and delivery of the bridge is £1.5m.	
7.5	HCC have now identified a £2m 'package' of improvement works in the Four Marks / Medstead area focused on the new footbridge and A31 / Boyneswood Road junction. HCC are seeking contributions from developers towards the cost of these improvements. TF will provide whatever plans, drawings and reports HCC can release.	TF
8.0	**AoB**	
8.1	HCC are aware that the resident of Boyneswood Lane has a right to access his property via Beechlands Road and the new wooden bollard installed as part of the recent section 278 works has prevented this from being possible. There is no action for i-T or HCC at present, this is for information only.	
8.2	HCC will review what studies, drawings or modelling they can provide to i-T to assist i-T in preparing a robust Transport Assessment.	

Circulation

- Attendees, plus Jonathan Quarrell - Bargate Homes.

Author

Steve Jenkins

APPENDIX C. WCHAR

ITB13450-010A

Walking, Cycling and Horse-Riding Assessment Report – Beechlands Road, Medstead

Job No: **ITB13450**

CONTENTS

1. Scheme Details

1.1. Scheme Client / Developer

Name: Jonathan Quarrell
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1.2. Lead Assessor

Name: Ollie Thompson
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1.3. Other Assessment Team Members

Name: Sian Geddes
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Tel: 01256 898 366

1.4. Scheme Location and Description of Highway Works

The site is located in the south-eastern extent of the village of Medstead, which is in the administrative boundary of East Hampshire District Council. The site is located to the north of the A31 which links Winchester in the south-west and to Guildford in the north-east.

There are residential properties located to the north on Five Ash Road and to the east along Beechlands Road, which is classified as Bridleway 32. Stoney Lane is located to the west with Boyneswood Lane to the south, which forms Bridleway 33.

An outline planning application has been prepared which seeks permission for up to 70 new homes, with access onto Beechlands Road. A pedestrian connection will be provided from the site to connect onto Boyneswood Lane.

The Indicative Site Layout is provided in **Appendix A**, an extract of which is provided below in **Image 1.1**.

Image 1.1: Site Layout Plan