



Proposed Redevelopment
Lindenwood - Chineham Business Park

Transport Statement

For

Aviemore Trustee Ltd

Document Control Sheet

Proposed Redevelopment

Lindenwood - Chineham Business Park

Aviemore Trustee Ltd

This document has been issued and amended as follows:

| Date | Issue | Prepared by | Approved by |
|----------|-------|-------------|-------------|
| 07/12/23 | v1.0 | EF | PdeJ |
| | | | |



Contents

| | | |
|-----|---|----|
| 1.0 | Introduction | 1 |
| 2.0 | Policy Context | 2 |
| 3.0 | Baseline Conditions | 6 |
| 4.0 | Development Proposals | 13 |
| 5.0 | Trip Generation..... | 18 |
| 6.0 | Refuse and Recycling Waste Management Strategy..... | 22 |
| 7.0 | Summary and Conclusion | 24 |

Figures

| | | |
|-------------|--|----|
| Figure 3-1: | Site Location | 6 |
| Figure 3-2: | Crashmap Data..... | 10 |
| Figure 3-3: | Recommended local improvements identified in the WCHAR Assessment..... | 12 |
| Figure 4-1: | Development Proposals | 13 |
| Figure 4-2: | Existing Bus Stop -Crockford Lane (north) | 16 |
| Figure 4-3: | Stag Oak Lane Bus Stop..... | 17 |
| Figure 4-4: | Beechwood Bus Stop..... | 17 |
| Figure 6-1: | Example of a 1,100 litre bin | 23 |

1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Aviemore Trustee Ltd in support the proposed demolition of existing buildings and subsequent construction of an industrial structure containing 4 commercial units at 'Lindenwood' within Chineham Business Park, Chineham (herein referred to as 'the site'). The site is within the administrative boundaries of Hampshire County Council and Basingstoke and Deane Borough Council
- 1.2 The scheme is proposed to accommodate light industrial and storage and distribution uses and will be provided with appropriate car parking. The industrial structure is proposed to be 4878 sqm.
- 1.3 This Transport Statement has been prepared to consider the highway and transportation aspects of the proposals.
- 1.4 The remainder of this Transport Statement is structured as follows:
 - Section 2 sets out the national, regional, and local policy impacting upon the site;
 - Section 3 provides the baseline conditions for the site;
 - Section 4 sets out the development proposals and the change in infrastructure;
 - Section 5 calculates the trip generation for the proposed development;
 - Section 6 sets out the waste management and the strategies utilised within the site; and,
 - Section 7 provides a summary and conclusion for this development proposal.

2.0 Policy Context

Overview

- 2.1 The following section details the national, regional, and local policies that are of relevance to the proposed development and by which it will be assessed.
- 2.2 The key policy documents which set the context for the development proposals are as follows:
- National Planning Policy Framework – September 2023;
 - Hampshire County Council Local Transport Plan – April 2013;
 - Basingstoke Transport Strategy – July 2019; and,
 - Basingstoke and Deane Local Plan – May 2016.

National Policy

National Planning Policy Framework

- 2.3 The National Planning Policy Framework (NPPF) was first published in 2012, and most recently updated in September 2023. It sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development, and that planning decisions should have regard to local circumstances.
- 2.4 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 104 states that:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”*

- 2.5 Off-street parking provision is referred to in Paragraph 107, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

- 2.6 Paragraph 108 states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with Chapter 11 of this Framework). In town centres, local

authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.7 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

- 2.8 Paragraph 113 states:

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

- 2.9 Finally, paragraph 111 of the NPPF states:

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

Regional Policy

Hampshire County Council Local Transport Plan (2011-2031)

- 2.10 Hampshire County Council (HCC) set out their transport strategies through aims and policy objectives.
- 2.11 There are 3 main transport priorities set out by Hampshire County Council. These are;
- *"Main Priority 1: To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire;*
 - *Main Priority 2: Provide a safe, well-maintained, and more resilient road network in Hampshire as the basic transport infrastructure of the county on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and,*
 - *Main Priority 3: Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods."*
- 2.12 Within these priorities, HCC set out policy objectives. Policy objective 1 sets out a desire to improve road safety through the implementation of highway management measures. Policy objectives 2, 3, 4, and 6 state a desire for HCC to work with local authorities and public transport operators to improve provisions and accessibility of public transport infrastructure within Hampshire.
- 2.13 Policy objectives 10, 11, and 12 discuss the desire for HCC to improve the sustainable transport provisions within Hampshire and to encourage people to utilise sustainable and active travel methods.

Local Policy

Basingstoke and Deane Local Plan

- 2.14 The Local Plan sets out the policies and future plans of Basingstoke and Deane Council (BDC) to guide future planning and development proposals. The Local Plan acts as an overarching planning document that sets out certain sites for development and policies which influence planning decisions within the administrative boundary.

2.15 Policy SD1 – Presumption in favour of sustainable development references the need for planning applications to include elements of sustainability within them in line with the NPPF guidance and that planning applications should seek to be in accordance with other policies contained within the Local Plan.

2.16 Policy CN9 – Transport states that;

“The council will work in partnership to promote a safe, efficient and convenient transport system which will:

- i) Build on the borough's strategic location, through improvements to strategic road and rail connections to the wider area;*
- ii) Promote transport choice, through improvements to public transport services and supporting infrastructure, and providing coherent and direct cycling and walking networks to provide a genuine alternative to the car and facilitate a modal shift;*
- iii) Improve access to Basingstoke town centre and rail station by all modes of transport and ensure good integration between transport modes;*
- iv) Manage congestion and provide for consistent journey times; and,*
- v) Promote and improve safety, security and healthy lifestyles.*

Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to service and support the transition to a low carbon future.

Development proposals will be permitted that:

- a) Integrate into existing movement networks;*
- b) Provide safe, suitable and convenient access for all potential users;*
- c) Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and,*
- d) Do not result in inappropriate traffic generation or compromise highway safety.*

Development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan.

Development should be of high quality, sustainable in design, construction and layout, offering maximum flexibility in the choice of travel modes, including walking and cycling, and with accessibility for all potential users. Development will be permitted where it:

- e) Does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks;*
- f) Mitigates impacts on the local or strategic highway networks, arising from the development itself or the cumulative effects of development, through the provision of, or contributions towards, necessary and relevant transport improvements, including those secured by legal agreements or through the Community Infrastructure Levy;*
- g) Protect and where possible enhance access to public rights of way;*
- h) Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted Parking Standards;*
- i) Provides appropriate waste and recycling storage areas and accessible collection points for refuse vehicles, in accordance with the Design and Sustainability SPD; and,*

j) Ensures that all development proposals provide a co-ordinated and comprehensive scheme that does not prejudice the future development or design of suitable adjoining sites.

2.17 Policy EP1 – Economic Growth and Investment references certain locations that development proposals will be supported upon due to the creation of jobs with one of these being Chineham Business Park, the location of this proposed development.

Summary

2.18 On the basis of the above review, it is evident that the accessibility to sustainable transport methods is imperative to development proposals within this area. It is also evident that the site is included within Policy EP1 as a key area of development due to the subsequent job creation that it will generate.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a review of the study area has been undertaken. The following text provides a summary of the results of this review and makes reference to the location of the site and current use of the site.

Site Details

- 3.2 The site formerly accommodated 7 no. buildings containing office space located within the west of Chineham and these have recently been demolished. The site is located to the north-west of Chineham Business Park. The area around the site can be categorised as being a commercial / industrial area within a wider business park setting. The site location is shown on Figure 3-1 below.



Figure 3-1: Site Location

Existing Highway Network

- 3.3 The Lindenwood site is located within Chineham Business Park to the west of Crockford Lane which traverses the site. Crockford Lane is a single carriageway, two-way road subject to a 30mph speed limit and provides access to the A33 to the south. The A33 provides access towards Basingstoke and the M3 to the south and towards Reading to the north.
- 3.4 The current access to the site, an unnamed private estate road to the west of Crockford Lane, is subject to a 10mph speed limit and acts to serve other industrial area directly south of the site.

Accessibility by Non-Car Modes

Accessibility by Foot

- 3.5 Crockford Lane benefits from continuously lit footways along both sides of the road. There is dropped kerbs, tactile paving, and pedestrian refuge crossing islands present within the vicinity of the stie to assist with crossing.
- 3.6 The existing site has an extra pedestrian access points along with the access provided via the vehicle access point.

Accessibility by Cycle

- 3.7 There are no on-road cycle provisions located within the vicinity of the site however the relatively low speed limit and the flat topography of the local area ensuring that the local highway is suitable for cycling upon.
- 3.8 The CTCAL cycle route is provided partly on Crockford Lane and to the east on Lime Tree Way providing access into Chineham town centre. This also provides access to the National Cycle Route 23 providing access from Wroxall (Isle of Wight) to the south of Reading.
- 3.9 There is also access on part of the National Cycle Route 23 to the Calleva Trail which provides a circular route to Silchester in the north and Basingstoke to the south.
- 3.10 The provision of signed cycle routes within the vicinity of the site also acts to ensure that it is accessible via sustainable transport modes.

Accessibility by Bus

- 3.11 As shown within Figure 3-1, the nearest bus stop to the site is located directly to the east of the site. This bus stop will be relocated as part of the development proposals but will still be located directly east of the site. This stop only serves the shuttle bus service provided within the business park. The closest bus stop to the site serving other local services is located approximately 230 metres south of the site equivalent to a 4-minute walk.
- 3.12 Other local bus services can be access from the Larchwood bus stop located upon Hanmore Road approximately 640 metres east of the site equivalent to a 9-minute walk.
- 3.13 The local bus services operating within Chineham Business Park and from the Larchwood Road stop are summarised within Table 3-1 below.

| Service | Route | Approximate Frequency | | |
|---------------------------------|---|-----------------------|--------------------|--------------------|
| | | Mon-Fri | Sat | Sun |
| Chineham Business Park Services | | | | |
| C10 | Chineham Business Park – Basingstoke Station | 1 every 2 hours | No Service | No Service |
| 20 | Basingstoke – Popley – Chineham Business Park – Vyne Park | 1 every 30 minutes | 1 every 30 minutes | No Service |
| Larchwood Services | | | | |
| 7 | Basingstoke – Lychpit – Chineham | 1 every 30 minutes | 1 every 30 minutes | 1 every 30 minutes |

Table 3-1: Local Bus Services

- 3.14 Table 3.1 demonstrates that there is a regular and accessible service operating to service the site. The service provided towards Basingstoke by all the accessible services ensures that wider onward connections can be made via sustainable transport methods.

Accessibility by Rail

- 3.15 The closest railway station to the site is located approximately 3,900 metres south-west of the site in Basingstoke. This is equivalent to a 17-minute cycle or 18-minute public transport journey. As shown in Table 3-1, there are regular and accessible services towards Basingstoke which act to make Basingstoke railway station accessible to the site.
- 3.16 Basingstoke railway station benefits from 1207 car parkin spaces of which 18 are accessible. There are also 170 sheltered cycle parking spaces covered by CCTV located at the station.
- 3.17 A summary of the direct rail services form Basingstoke is provided below in Table 3-2.

| Service | Destinations Served | Approximate Frequency | | |
|-----------------------|--|-----------------------|--------------------|--------------------|
| | | Weekday AM | Weekday PM | Saturday Daytime |
| Manchester Piccadilly | Basingstoke – Reading – Oxford – Banbury – Leamington Spa – Coventry – Birmingham International – Birmingham New Street – Wolverhampton – Stafford – Stoke-on-Trent – Macclesfield – Stockport – Manchester Piccadilly | 1 every hour | 1 every hour | 1 every hour |
| Reading | Basingstoke – Bramley (Hampshire) – Mortimer – Reading Green Park – Reading West - Reading | 1 every 30 minutes | 1 every 30 minutes | 1 every 30 minutes |
| London Waterloo | Basingstoke – Woking – Clapham Junction – London Waterloo | 1 every 15 minutes | 1 every 15 minutes | 1 every 15 minutes |
| London Waterloo | Basingstoke – Hook – Winchfield – Fleet – Farnborough (Main) – Brookwood – Woking – Weybridge – Walton-on-Thames – Surbiton – Clapham Junction – London Waterloo | 1 every 30 minutes | 1 every 30 minutes | 1 every 30 minutes |
| Exeter St Davids | Basingstoke – Andover – Salisbury – Tisbury – Gillingham (Dorset) – Templecombe – Sherborne – Yeovil Junction – Crewkerne – Axminster – Honiton – Feniton – Whimple – Cranbrook (Devon) – Pinhoe – Exeter Central – Exeter St Davids | 1 every hour | 1 every hour | 1 every hour |
| Bournemouth | Basingstoke – Winchester – Southampton Airport Parkway – Southampton Central – Bournemouth | 1 every hour | 1 every hour | 1 every hour |
| Yeovil Junction | Basingstoke – Overton – Whitchurch (Hampshire) – Andover – Gately – Salisbury – Tisbury – Gillingham (Dorset) – Templecombe – Sherbourne – Yeovil Junction | 1 every hour | 1 every hour | 1 every hour |
| Weymouth and Poole | Basingstoke – Winchester – Southampton Airport Parkway – Southampton Central – Brockenhurst – New Milton – Christchurch – Pokesdown – Bournemouth – Poole – Hamworthy – Holton Heath – Wareham – Wool – Moreton (Dorset) – Dorchester South – Upwey – Weymouth | 1 every hour | 1 every hour | 1 every hour |
| Portsmouth Harbour | Basingstoke – Micheldever – Winchester – Eastleigh – Hedge End – Botley – Fareham – Portchester – Cosham – Hilsea – Fratton – Portsmouth & Southsea – Portsmouth Harbour | 1 every hour | 1 every hour | 1 every hour |

Table 3-2: Direct Rail Services

- 3.18 Table 3-2 demonstrates that there is a frequent service to a variety of different local and national locations ensuring that the site can be deemed accessible via rail. Due to the distance of the site from Basingstoke railway station, the use of cycles or bus services is inevitable but acts to further promote the sustainability of the site.

Access to Local Amenities

- 3.19 The site will be utilised on a daily basis, therefore there is a need for it to be accessible to key amenities that a workforce may require throughout the course of a day. A selection of local amenities accessible from the site by foot and cycle are shown below within Table 3-3.

| Amenity | Distance from Site (metres) | Walk Time (minutes) | Cycle Time (minutes) |
|---|-----------------------------|---------------------|----------------------|
| The Exchange Café | 450 metres | 6-minutes | 2-minutes |
| Bright Horizons Chineham Park Day Nursery and Preschool | 500 metres | 7-minutes | 2-minutes |
| Fitness First | 650 metres | 9-minutes | 2-minutes |
| First Friends Day Nurseries | 750 metres | 10-minutes | 3-minutes |
| One Stop | 1,500 metres | 20-minutes | 5-minutes |
| Nisa Local | 1,800 metres | 25-minutes | 6-minutes |

Table 3-3: Local Amenities

3.20 Table 3-3 demonstrates that there is a selection of local amenities accessible to the site. The most significant of these is the nursery and pre-school located within Chineham Business Park which ensures that the site is suitable for employees with young children who require childcare during the working day.

Summary - accessibility

3.21 The above review demonstrates that the site is accessible via sustainable transport methods which has the potential to reduce the private car usage when accessing the site. In this regard, it is deemed that the site meets the sustainability requirements of the NPPF and the BDC Local Plan.

Road Safety Review

3.22 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 *Crashmap* for the most recent 5-year period. The collected data is shown below in Figure 3-2.

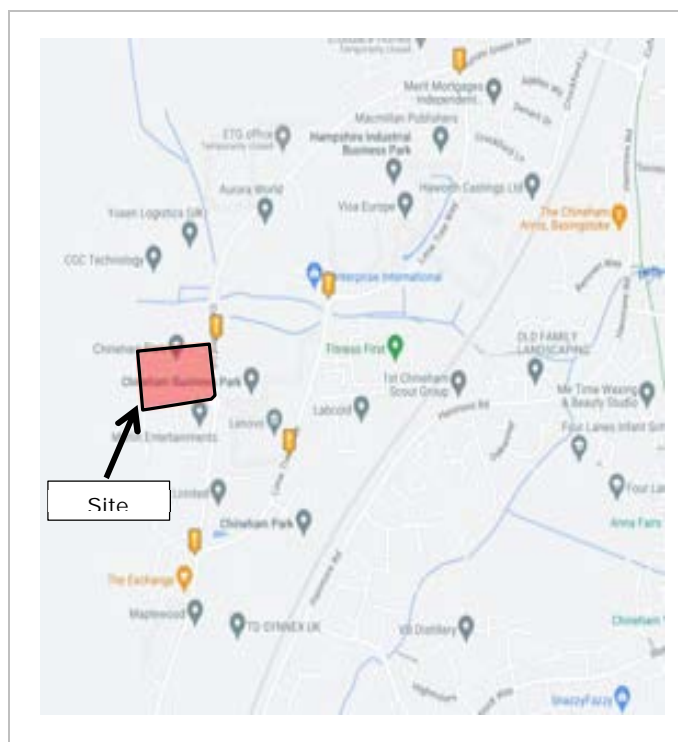


Figure 3-2: Crashmap Data

3.23 Figure 3-2 demonstrates that there was only 1 incident reported within the immediate vicinity of the site. This incident was deemed a slight incident. A driver was travelling along Crockford Lane and collided with a pedestrian who was crossing in the carriageway. The full incident report, obtained from *Crashmap* is included within [Appendix A](#).

3.24 The review of the incident data for the area surrounding the site does not identify any areas of concern with regards to road safety on the roads leading to the development site or to the site area itself.

Walking, Cycling, and Horse-Riding Assessment (WCHAR) Report

3.25 The HCC pre-application feedback for the proposals has requested the inclusion of a Walking, Cycling, and Horse-Riding Assessment Report (WCHAR). This report has been prepared by an independent auditor to demonstrate the existing provisions available for walking, cycling, and horse-riding within a designated study area and identifies relevant potential improvements that can be included as part of the development proposals. The full WCHAR report is included within [Appendix B](#).

3.26 There will now be a discussion of some of the improvements that could be included as part of the development proposals. These are all shown on Figure 3-3 below.

- 1. *“The relocated bus stop should be designed to ensure that it is accessible, convenient, and comfortable to encourage travel by bus to and from the site”;*
- 2. *“Provide new pedestrian crossing point with dropped kerbs and tactile paving, where the western footway ends, approximately 400 metres to the north of the site at the Air Products site access, where the road curves around towards the east”;*
- 3. *“Trim back vegetation growth on the footway opposite the Air Products site”;*
- 4. *“Provide tactile paving at the two accesses which have dropped kerbs but no tactiles paving (the disused / redundant access and the access serves the Dunster House premises)”;*
- 5. *“Trim back vegetation growth on the shared footway / cycleway on Hanmore Road, to the south of the junction with Crockford Lane / Cufuade Lane”;*
- 6. *“Provide a dropped kerb pedestrian crossing point with tactile paving on Crockford Lane, near to the western end of the off-carriageway path located to the north of Redwood 2. In addition, the off-carriageway path could be improved with lighting, a bound surface and removal of the trip hazard caused by the level difference between the path and adjacent footway. If feasible, the path could be widened to create a shared footway / cycleway”;* and,
- 7. *“Provide tactile paving on Lime Tree Way at the access to Redwood 2 and address the surface water ponding issue at this location”.*

3.27 Figure 3-3 below shows the locations of these potential improvements in a mapped format.

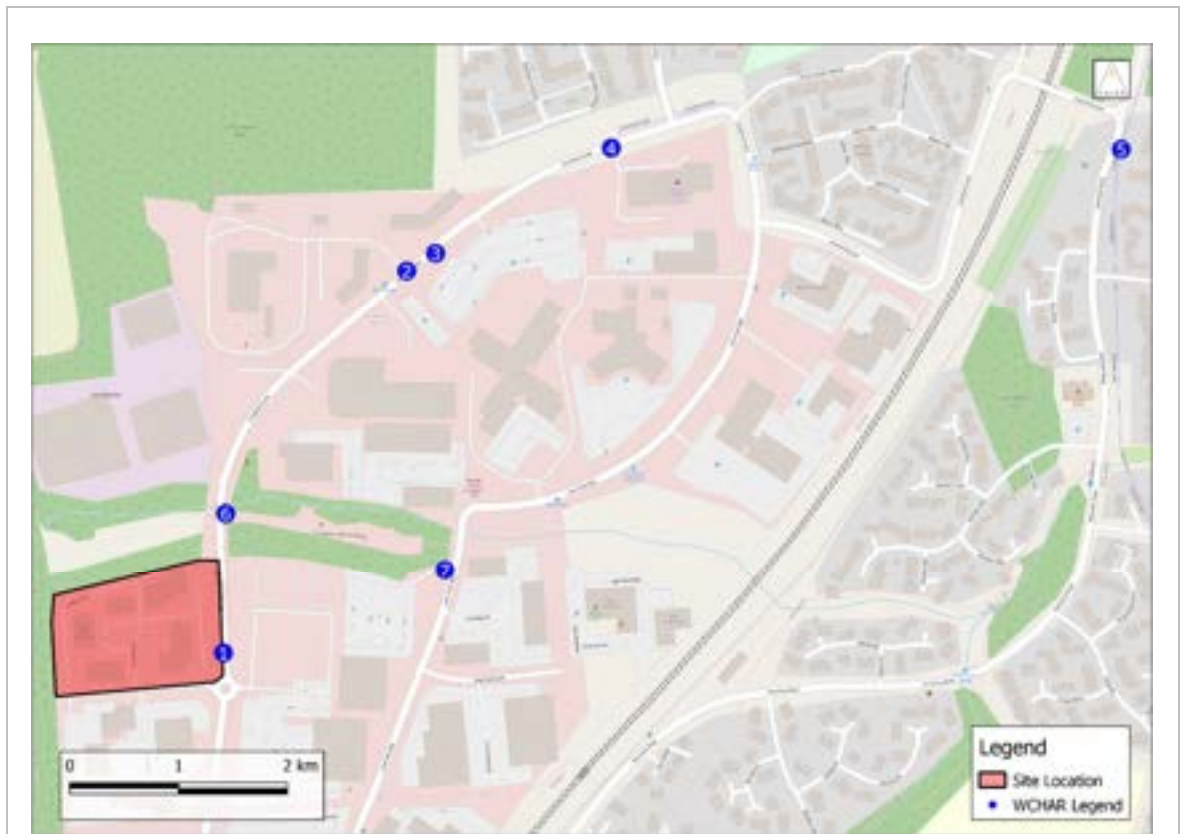


Figure 3-3: Recommended local improvements identified in the WCHAR Assessment

3.28 The proposed contributions to local pedestrian infrastructure identified in Figure 3-3 is considered appropriate to the proposed development and will improve connections to local areas for workers wishing to access the immediate local highway and residential areas.

4.0 Development Proposals

Overview

- 4.1 The following section details how the Lindenwood site is to be developed, along with the details of the site access, servicing, and parking requirements.
- 4.2 The proposal seeks planning consent for the construction of a new single industrial structure containing 4 separate industrial units totalling 4,878 sqm. As part of the proposed development, the existing access to the site will be relocated to the west on the Business Park Estate road and a new access provided onto Crockford Lane.
- 4.3 The development will comprise of the following:
- Unit 1 – 1,686 sqm (GIA) ground floor operational space plus 280 sqm (GIA) 1st floor office;
 - Unit 2 – 1,380 sqm (GIA) ground floor operational space plus 223 sqm (GIA) 1st floor office;
 - Unit 3 – 906 sqm (GIA) ground floor operational space plus 177 sqm (GIA) 1st floor office; and
 - Unit 4 – 906 sqm (GIA) ground floor operational space plus 177 sqm (GIA) 1st floor office.
- 4.4 The scheme will seek to provide a total of 5,735 sqm of commercial development. The site layout plan is presented below in Figure 4-1.

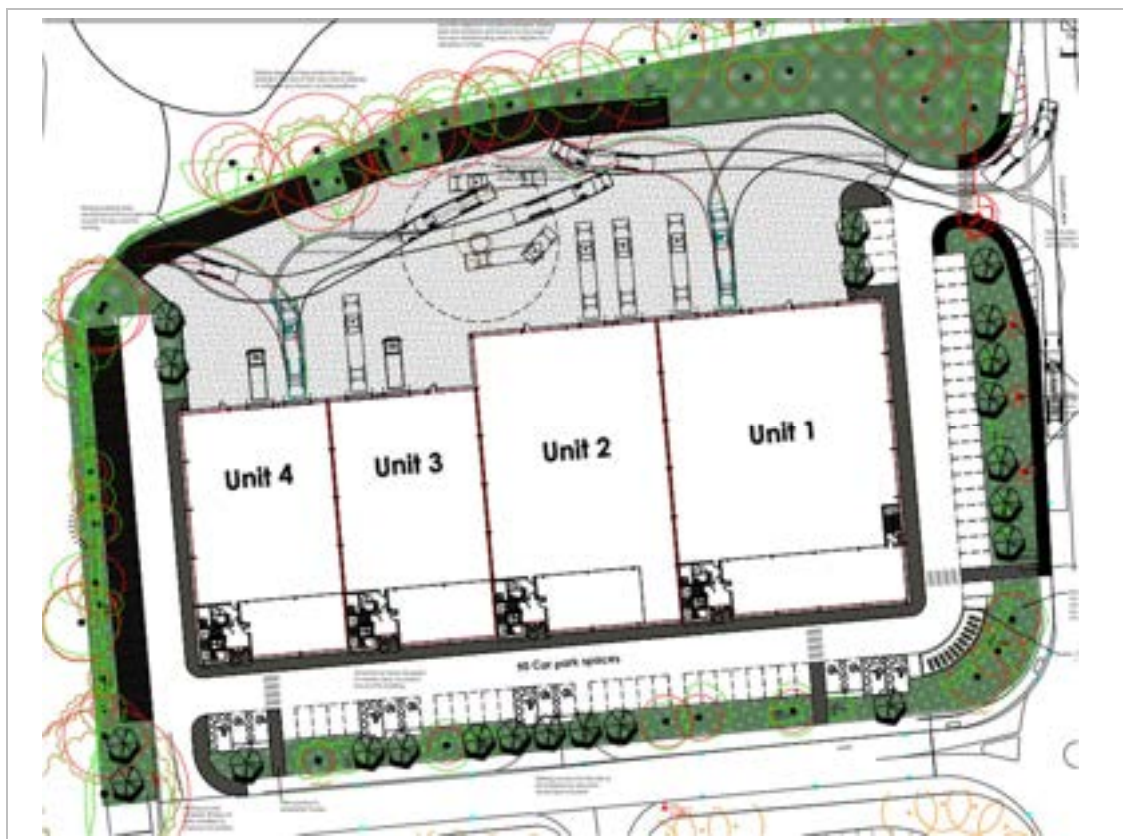


Figure 4-1: Development Proposals

Access Proposals

- 4.5 The Lindenwood plot is currently accessed via a single two-way estate road from the south in the centre of the plot and is used for both employee cars and delivery vehicles to the existing business park buildings. It is proposed to relocate this to access for cars and pedestrians the west, which will still provide access off the estate road and link to the roundabout on Crockford Road for access to the wider area.
- 4.6 In addition, it is proposed that a new access for the larger operational vehicles (LGV/HGVs) to the new development will be provided to the north-east of the site, shown within Figure 4.1. This access arrangement will act to segregate larger delivery / commercial vehicles from private cars accessing the site.
- 4.7 As part of this development, it is proposed that the existing bus lay-by will be relocated as an on-carriageway bus stop some 40-45m to the south along Crockford Road to ensure that the site is still accessible by local bus services.
- 4.8 The proposed site access has been designed to accord to the Manual for Streets guidance. The arrangement will provide driver splays from the new access along Crockford Lane of 2.4m x 43m in each direction to provide a robust arrangement. The proposed new access onto Crockford Lane is shown on Motion Drawing 2210020-GA01 provided in [Appendix C](#).

Road Safety Review

- 4.9 A Road Safety Audit (Stage 1) has been prepared by Gateway RSE to carry out a road safety appraisal of the new access arrangements onto Crockford Lane. The report is provided in [Appendix D](#).
- 4.10 A provisional access layout submitted for the RSA has been amended to address the initial comments relating to pedestrian facilities (drop kerbs/tactile paving) and the need for a north-south pedestrian crossing at the new junction.
- 4.11 The new layout shown on Motion Drawing 2210020-GA01 also allow for the provision of an on-carriageway bus stop rather than re-provide the existing lay-by. The new bus cage will lie outside the driver visibility splays and the facility is far enough north of the roundabout to the south to ensure other vehicles can pass if a bus is at the stop if need be.

Swept path analysis

- 4.12 Swept path analysis for the proposed development are provided within [Appendix E](#) to demonstrate that the site is accessible by the expected vehicles, especially articulated HGV.
- 4.13 Pedestrian access to the site can be achieved through designated pedestrian access points located towards the south of the site. These will include new paving to these pedestrian access routes as well as zebra crossings to ensure that the site is safe and suitable for pedestrian use.

Servicing and Emergency Access

- 4.14 The site will be serviced through the proposed access to the north-east of the site being designated for delivery vehicles.
- 4.15 Emergency access to the site will be provided via the proposed access with emergency servicing undertaken on-site.
- 4.16 The proposed refuse collection strategy is discussed within Section 6.0.

Parking Provision

- 4.17 BDC set out the parking standards within their 'Parking Supplementary Planning Document' (July 2018). The requirements for car and cycle parking are provided below in Table 4-1.

| Class | Car Parking Standards | | Cycle Parking Standards | |
|--------------------------|---|------------------------------|--|----------------------------------|
| | Inner Urban (within Basingstoke Ring Road) | Outer Urban and Rural | Long Stay | Short Stay |
| B2 General Industrial | 1 space per 60m ² | 1 space per 45m ² | 1 space per 8 staff or 1 stand per 350m ² (whichever is greater) | 1 space per 500m ² |
| B8 Warehouse | 1 space per 300m ² | 1 space per 90m ² | 1 space per 10 staff or 1 stand per 500m ² (whichever is greater) | 1 space per 600m ² |

Table 4-1: BDC Parking Standards

- 4.18 Paragraph 13.3 of the BDC 'Parking Supplementary Planning Document' states that "Non-residential development should provide a minimum of 5% of their total parking allocation as disable spaces".
- 4.19 Paragraph 15.1 states that "There is an expectation that electric vehicle charge points should be provided for proposals for 30 spaces or more or at a ratio of 1 charge points per 30 spaces (1:30) unless it can be demonstrated it isn't viable".

Car Parking

- 4.20 The site is proposed to accommodate commercial use covering either B2 or B8 uses. The buildings will provide office space within the units, but this will be ancillary to the B2/B8 operation and not a specific B1 office use. The BDBC provides different parking requirements for the B2/B8 uses:
- B2 use – target parking requirement – 127 spaces (based on a total of 5,735 sqm); and
 - B8 use – target parking requirement – 64 spaces (based on a total of 5,735 sqm)
- 4.21 The nature of the future occupier's business is not known yet and it is proposed to provide car parking within the 64-127 parking requirement range in accordance with the BDBC standards. For the Lindenwood development, it is proposed that there will be 90 car parking spaces provided within the development proposals. The mid-range parking provision is to provide for the expected next generation floorspace for a hybrid of B2 / B8 uses aimed at the high-tech/innovation sectors.

Cycle Parking

- 4.22 The cycle parking provision will also depend on land use. For typical B2 use, the BDBC requirement is 1 space per 350 sqm long stay and 1 space per 500 sqm short stay, whilst for B8 use, the requirement is 1 space per 500 sqm long stay and 1 space per 600 sqm short stay. The requirements will be as follows:
- B2 use – 17 spaces long stay and 11 spaces short stay; and
 - B8 use – 12 spaces long stay and 10 spaces short stay
- 4.23 The development proposals will include 17 long-stay cycle parking spaces provided and 11 short-stay cycle parking spaces. The long stay spaces will be provided in secure covered lockers close to the building entrance points.

Electric Vehicle Charging Points

- 4.24 As set out by BDC, the ratio for electric vehicle charging spaces is for there to be 3 spaces provided (1 space per 30 spaces provided).
- 4.25 The development proposals set out that 8 electric vehicle charging points will be provided within the site.

Disabled Parking

- 4.26 As set out by the BDC, there is a requirement for 5% of spaces provided to be accessible spaces.
- 4.27 It is proposed that 5 car parking spaces will be designated accessible spaces. This ensures that the standards are met. These accessible bays are located next to the electric vehicle charging points ensuring that blue-badge holders can also utilise the electric vehicle charging infrastructure provided.

Bus Stop Relocation - Justification

- 4.28 At the location of the proposed access onto Crockford Lane, there is an existing bus stop layby present. It is proposed that as part of this development, that this layby is removed but that the bus stop is retained in an on-street bus stop capacity located to the south of the access.
- 4.29 The bus stop in question, shown within Figure 4-2 below, is only used to service bus Route C10 which only acts to serve Chineham Business Park with Basingstoke (frequency; 1 bus every 2 hours). The route loops around Chineham Business Park and stops at numerous stops within a close vicinity to each other. The C10 stop in the lay-by has only recently been created (October 2023) and it was previously used for business park services only.



Figure 4-2: Existing Bus Stop -Crockford Lane (north)

- 4.30 It is proposed that the existing lay-by bus stop is replaced by an on-carriageway bus stop. The on-carriageway bus stop will be provided with a lamp post, similarly, relocated from the proposed access, with a bus stop flag attached to alert park users of the bus route. A proposed on-carriageway stop will reduce necessary highway works and therefore limit the environmental impact of the proposals (e.g. local landscaping).
- 4.31 The pre-application feedback received from HCC recommends that any change to a bus stop is in line with HCC regulations and standards. These standards are set out within the HCC 'Technical Guidance Note TG9 – Public Transport Infrastructure (Inc. bus stops/shelters/Real Time Passenger Information)' and will be met as part of this proposal.
- 4.32 There are existing bus stops within the Chineham Business Park that already deliver on-carriageway stops. As shown in Figures 4-3 and 4-4 below, existing bus stops serving the Route C10 are characterised as being on-road with only a bus flag provision provided. There are no apparent road safety issues with

these on-carriageway stops, these may reduce traffic speeds and it will also be easier for bus drivers to use since there is no need for buses to pull out into traffic.



Figure 4-3: Stag Oak Lane Bus Stop



Figure 4-4: Beechwood Bus Stop

Summary – bus stop relocation

- 4.33 The proposals to create a new vehicle access from Crockford Lane to serve a new commercial development will require the existing bus stop to be relocated to the south. It is proposed to create a new on-carriageway facility which reflects other similar arrangements within the Chineham Business Park. The new arrangement will have a reduced impact on the local environment (landscaping) and will potentially reduce traffic speeds along Crockford Lane.
- 4.34 The new stop will be designed to accord with the current HCC technical guidance on bus infrastructure.

Travel Plan

- 4.35 Developments of this size normally require a Framework Travel Plan, but this has been requested as part of the pre-application feedback provided by HCC. However, the Chineham Business Park has a Site-wide Travel Plan in place which will be provided to any new occupiers of the Lindenwood development. The Site-wide Travel Plan is provided in [Appendix F](#).

5.0 Trip Generation

- 5.1 The proposed change in trip demands for the former office use of the site and the proposed B2/B8 use of the site has been reviewed to understand the likely increase in trips from the office demand. When assessing the impacts of a typical commercial development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). These periods are when the impact on the local highway network is likely to be greatest. The information provided within this section considers these peak hours as well as the total daily movements in relation to the site.
- 5.2 In order to understand the impact upon the local highway, a comparison in predicted trips related to the change in land-use from an office, business park use, to a B8 use has been completed. The B8 space has been assessed on the basis of logistics/distribution/freight operators and offers the worst-case analysis in terms of vehicle trip demand for the assessment.
- 5.3 Due to the change in land-use likely to have an increase in HGV and LGV trips, a comparison of the total vehicles, total cars, total LGVs, and total HGVs has been completed.

Former Development Trip Demands

- 5.4 The former office space equates to 4,399 sqm. The TRICS database has been utilised with the following dataset '02 Employment – B Business Park' with the following criteria;
- Areas within England excluding Greater London; and,
 - 'Suburban' and 'Edge of Town' locations.
- 5.5 The Business Park land-use has been selected within the TRICS database as it is the most accurate, and therefore the most suitable, for the way the land is used due to the existing land-use being split into 7 buildings containing office space.
- 5.6 A summary of the peak hour trip rates and predicted trips for the existing office space is shown below in Table 5-1. The full TRICS output is included within [Appendix G](#).

| Method of Travel | Weekday AM Peak (08:00-09:00) | | Weekday PM Peak (17:00-18:00) | |
|-------------------------|----------------------------------|-------|----------------------------------|-------|
| | Arr | Dep | Arr | Dep |
| Total Vehicle Trip Rate | 1.293 | 0.286 | 0.334 | 1.073 |
| Total Vehicle Trips | 57 | 13 | 15 | 47 |
| Car Trip Rate | 1.162 | 0.194 | 0.309 | 1.001 |
| Car Trips | 51 | 9 | 14 | 44 |
| LGV Trip Rate | 0.105 | 0.071 | 0.023 | 0.059 |
| LGV Trips | 5 | 3 | 1 | 3 |
| HGV Trip Rate | 0.013 | 0.014 | 0.000 | 0.005 |
| HGV Trips | 1 | 1 | 0 | 0 |

Table 5-1: Existing Land-Use TRICS Data

- 5.7 Table 5-1 demonstrates the predicted trips generated as part of the existing use of the site. It is predicted that there are a total of 70 total two-way vehicle trips made to the site during the morning peak. Of these, 60 are predicted to be made by car, 8 by LGV, and 2 by HGV. During the evening peak, it is predicted that there are 62 total two-way trips made to the site by vehicle of which 58 are made by car and 4 by LGV.

Proposed Trip Demands

5.8 The proposed land-use is for 5,735 sqm of B2/B8 use of the site. On the basis of a likely B8 logistics/distribution occupier, the TRICS database has been utilised with the following dataset '02 Employment – F Warehousing (Commercial)' with the following criteria;

- Areas within England excluding Greater London; and,
- 'Suburban Area' and 'Edge of Town' locations.

5.9 The difference in location selections within the TRICS analysis is due to there not being any B8 data within a suburban area and the site can realistically be understood as being on the edge of the centre of Chineham using the locations guide provided by TRICS.

5.10 A summary of the peak hour trip rates and predicted total trips based on the 5,735 sqm development is shown below in Table 5-2. The full TRICS output is included within [Appendix H](#).

| Method of Travel | Weekday AM Peak (08:00-09:00) | | Weekday PM Peak (17:00-18:00) | |
|-------------------------|----------------------------------|-------|----------------------------------|-------|
| | Arr | Dep | Arr | Dep |
| Total Vehicle Trip Rate | 0.189 | 0.054 | 0.096 | 0.187 |
| Total Vehicle Trips | 11 | 3 | 6 | 11 |
| Car Trip Rate | 0.127 | 0.015 | 0.050 | 0.140 |
| Car Trips | 7 | 1 | 3 | 8 |
| LGV Trip Rate | 0.017 | 0.008 | 0.009 | 0.012 |
| LGV Trips | 1 | 1 | 1 | 1 |
| HGV Trip Rate | 0.030 | 0.026 | 0.034 | 0.031 |
| HGV Trips | 2 | 2 | 2 | 2 |

Table 5-2: Proposed B8 Use TRICS Data

5.11 Table 5.2 demonstrates the predicted use for the proposed development. It is predicted that during the morning peak, there will be 14 total two-way vehicle trips made of which 8 will occur by car, 2 by LGV, and 4 by HGV. During the evening peak it is predicted that there will be 17 total two vehicle trips made of which 11 will occur by car, 2 by LGV, and 4 by HGV.

Predicted Net Change

5.12 The predicted net change between the existing use and the proposed use of the site is shown below in Table 5-3.

| Method of Travel | Weekday AM Peak (08:00-09:00) | | Weekday PM Peak (17:00-18:00) | |
|------------------|----------------------------------|-----|----------------------------------|-----|
| | Arr | Dep | Arr | Dep |
| Total Vehicles | -46 | -10 | -9 | -36 |
| Cars | -44 | -8 | -11 | -36 |
| LGV | -4 | -2 | 0 | -2 |
| HGV | +1 | +1 | +2 | +2 |

Table 5-3: Predicted Net Change

5.13 Table 5-3 demonstrates the predicted net change in trips between the former office space and the proposed B2/B8 use. Table 5.3 demonstrates that the proposed use will generate a total decrease in trips

during the peak hours due to the change in land use (fewer employees working in the buildings). During the morning peak, it is predicted that there will be a decrease of 56 total two-way trips. This includes a predicted decrease of 44 car trips and 6 LGV trips. HGV trips are expected to increase by 2. During the evening peak, it is predicted that there will be a decrease of 45 total two-way trips. It is predicted that there will be a decrease of 47 car trips and a decrease of 2 LGV trips. HGV trips are predicted to increase by 4.

- 5.14 Table 5.3 demonstrates that the proposed change to B8 use will generate a minor increase in HGV trips to the site (maximum of 3 in the peak hours). This level of change will not introduce any negative impact had upon the local highway network.

Sustainable Trips

- 5.15 In order to understand the full extent of trips to the site, it is vital to understand the sustainable trips that will be made to the site. These include the provision for walking, cycling, and bus travel.
- 5.16 A site-wide travel survey carried out in 2019 recorded staff travel patterns for those working in Chineham Business Park. The typical mode share for staff travel is set out in Table 5-4 below.

| Mode | Observed Proportion (2019) | Estimated Proportion (2023) |
|--------------------------|----------------------------|-----------------------------|
| Public transport – bus | 12.3% | 11.3% |
| Public transport – train | 11.5% | 10.5% |
| Car driver | 10.0% | 8.0% |
| Car share | 21.1% | 20.1% |
| Motorcycle | 1.1% | 1.1% |
| Taxi | 2.8% | 2.8% |
| Cycle | 3.4% | 3.4% |
| Walk/Run | 10.0% | 10.0% |
| Remote Working | 27.0% | 32.0% |
| Other | 0.8% | 0.8% |
| Total | 100% | 100% |

Table 5-4 - Site Travel Survey - Mode share summary

- 5.17 To calculate the predicted sustainable transport trips to the site, the 2023 data for 'Public transport - bus', 'Cycle', and 'Walk/run' has been placed upon the total people trip rate generated from the TRICS database '02 Employment – F Warehousing (Commercial)' with the following criteria:
- Areas within England excluding Greater London; and,
 - 'Suburban Area' and 'Edge of Town' locations.
- 5.18 Table 5-5 below presents the predicted total person trips for the site along with the predicted number of trips by sustainable transport modes listed above. The full TRICS output is included within [Appendix H](#).

| Method of Travel | Weekday AM Peak (08:00-09:00) | | Weekday PM Peak (17:00-18:00) | |
|------------------------------|----------------------------------|------|----------------------------------|-------|
| | Arr | Dep | Arr | Dep |
| Total People Trip Rate | 0.261 | 0.06 | 0.132 | 0.274 |
| Total People Trips | 15 | 4 | 8 | 16 |
| Public transport – bus trips | 2 | 1 | 1 | 2 |
| Cycle trips | 1 | 0 | 0 | 1 |
| Walk/run trips | 2 | 0 | 1 | 2 |

Table 5-5 - Predicted Sustainable Travel Trips

- 5.19 Table 5-5 demonstrates that it is predicted that during the morning peak there will be 19 total two-way trips of which it is predicted that there will be 3 total two-way trips completed by bus, 1 by cycle, and 2 by walking / running. During the evening peak, it is predicted that there will be 24 total two-way trips with 3 occurring by bus, 1 by cycle, and 3 by walking / running.

Summary

- 5.20 The above review has demonstrated that the proposed development will generate a reduction in total vehicle trips to the site but that there will be an increase in HGV trips to the site. This is to be expected with a B8 land-use and is mitigated by the significant decrease in car and LGV trips to the site.

6.0 Refuse and Recycling Waste Management Strategy

- 6.1 The proposed refuse strategy for the development has been developed in line with the relevant details in the British Standard BS5906:2005 Waste management in buildings – Code of practice.
- 6.2 The existing refuse collection is carried out by an appointed contractor and this strategy is proposed to be maintained within the proposed development. A dedicated area within the north of the site is proposed to be provided for waste storage bins which will be removed from the site on a regular basis.
- 6.3 The turning circle provided within the site will allow the refuse vehicle to enter the site in a forward gear, turn, stop to collect the refuse within the designated area, and subsequently exit the site in a forward gear.

Waste Demands

- 6.4 The proposed development is up to 5,735sqm in size and on the basis of the British Standard typical demands, this land-use will generate a weekly waste generation of 5 litres per sqm floor area.
- 6.5 The waste strategy for the proposed development proposes a central waste storage area for all units. Table 6-1 provides the total waste figures for the site for both general waste and recyclable waste as well as the requirement for three-day storage and two-day storage bin provisions.

| Development space- 5,735sqm | Commercial – BS Storage Requirement – Combined Waste Store | | |
|---|--|--|---------------|
| | General Refuse (1,100 litre bins) | Recyclable Waste (1,100 litre bins) | Total |
| Refuse Generation (per week) | 14,338 | 14,338 | 28,675 litres |
| Three-day storage (1,100 litre bins) | 8 | 8 | 16 |
| Two-day storage (1,100 litre bins) | 6 | 6 | 12 |

Table 6-1: Summary of Commercial Bin Storage for Proposed B8 Use

- 6.6 The proposed waste storage will be based on daily collections and the storage provision will allow for two-day storage should this be required. The central waste storage area opposite the buildings to the north will accommodate a total of 12 no. x 1,100 litre bins for both general refuse and recyclable waste storage.
- 6.7 If three-day storage is to be considered to accommodate collections every other day, the predicted provision will be a total of 16 no. x 1,100 litre bins.

Waste Storage

- 6.8 The assumed split of refuse and recycling is 50:50 with refuse and recycling in 1,100 litre bins.
- 6.9 The provision of 6 refuse bins and 6 dry mixed recyclable bins for the proposed development is based on un-compacted waste in a communal area giving two-day waste storage. A typical example of a 1,100 litre bins is shown below in Figure 6-1.

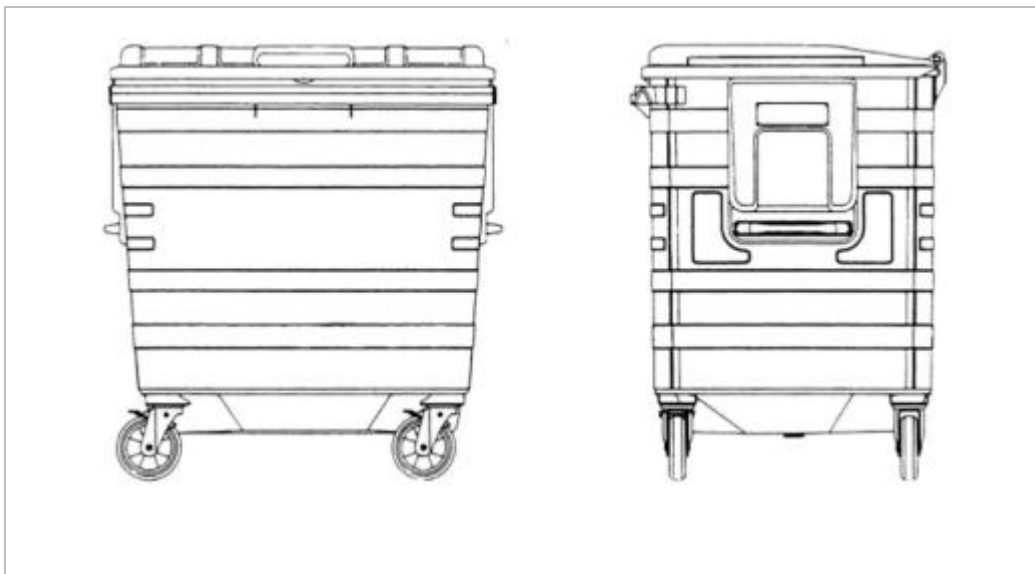


Figure 6-1: Example of a 1,100 litre bin

- 6.10 The typical dimensions are a width of 1,260mm, depth of 1,000mm, and a height of 1,390mm.
- 6.11 The central waste store will be open air, with side panels, and will be provided with a wash-down area. The open-air nature of the refuse store will not require specific ventilation arrangements.

Proposed Waste Strategy

- 6.12 Refuse and recycling from the proposed units will be stored locally within the dedicated external waste store within an acceptable carry distance from the units. The waste will be regularly transferred by the staff to the central waste storage area.
- 6.13 On collection days, the appointed waste management contractor will enter the site, turn on site within the designated turning areas, stop within 10 metres of the waste store. The waste will then be collected and transferred into the vehicle. The refuse collection vehicle will then exit the site in a forward gear. A swept path analysis of this is included within [Appendix C](#).
- 6.14 The general refuse and recycling collections would be separate. The site management team would need to pre-arrange collection times to minimise conflicts. The management team will ensure that there are no other deliveries during the early morning period when the waste collections are programmed as part of the managed operations.

7.0 Summary and Conclusion

- 7.1 This Transport Statement has been written on behalf of Aviemore Trustee Ltd in support the proposed demolition of existing buildings and subsequent construction of an industrial structure containing 4 commercial units at Chineham Business Park, Chineham.
- 7.2 In summary, this report demonstrates that:
- The proposals accord with national and local policies relevant to transport;
 - That access proposals are shaped around the needs of pedestrians, cycles, and vehicle in accessing the site in a safe and secure manner;
 - That the site meets the requirements for vehicle and cycle parking;
 - Appropriate provisions have been made for servicing and waste management in-line with relevant design guidance;
 - That the proposed new access has appropriate visibility provided and can be accessed by HGVs;
 - The proposals include the relocation of the existing Crockford Lane bus lay-by and re-provide the facility on-carriageway to reflect similar facilities within the Chineham Business Park; and,
 - The proposals will result in a negligible impact on traffic flow to the surrounding highway network and there will be negligible on local bus and rail services.
- 7.3 On the basis of the above, it is considered that there is no reason why the proposals should be resisted on traffic or transportation grounds.



Validated Data

Crash Date: Friday, May 01, 2020 **Time of Crash:** 12:06:00 PM **Crash Reference:** 2020440153317

| | | | | | |
|--------------------------------------|--|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Hampshire | | | Number of Vehicles: | 1 |
| Local Authority: | Basingstoke and Deane Borough | | | OS Grid Reference: | 465093 155628 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |





Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 4 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Unknown | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------------------|
| 1 | 1 | Slight | Pedestrian | Female | 26 - 35 | In carriageway, crossing elsewhere | Crossing from driver's nearside |

Appendix A

Crashmap Accident Data



Validated Data

Crash Date: Friday, May 01, 2020 **Time of Crash:** 12:06:00 PM **Crash Reference:** 2020440153317

| | | | | | |
|--------------------------------------|--|---------------------|----|------------------------------|---------------|
| Highest Injury Severity: | Slight | Road Number: | U0 | Number of Casualties: | 1 |
| Highway Authority: | Hampshire | | | Number of Vehicles: | 1 |
| Local Authority: | Basingstoke and Deane Borough | | | OS Grid Reference: | 465093 155628 |
| Weather Description: | Fine without high winds | | | | |
| Road Surface Description: | Dry | | | | |
| Speed Limit: | 30 | | | | |
| Light Conditions: | Daylight: regardless of presence of streetlights | | | | |
| Carriageway Hazards: | None | | | | |
| Junction Detail: | Not at or within 20 metres of junction | | | | |
| Junction Pedestrian Crossing: | No physical crossing facility within 50 metres | | | | |
| Road Type: | Single carriageway | | | | |
| Junction Control: | Not Applicable | | | | |





Validated Data

Vehicles involved

| Vehicle Ref | Vehicle Type | Vehicle Age | Driver Gender | Driver Age Band | Vehicle Maneouvre | First Point of Impact | Journey Purpose | Hit Object - On Carriageway | Hit Object - Off Carriageway |
|-------------|------------------------------|-------------|---------------|-----------------|--|-----------------------|-----------------|-----------------------------|------------------------------|
| 1 | Car (excluding private hire) | 4 | Male | 36 - 45 | Vehicle proceeding normally along the carriageway, not on a bend | Front | Unknown | None | None |

Casualties

| Vehicle Ref | Casualty Ref | Injury Severity | Casualty Class | Gender | Age Band | Pedestrian Location | Pedestrian Movement |
|-------------|--------------|-----------------|----------------|--------|----------|------------------------------------|---------------------------------|
| 1 | 1 | Slight | Pedestrian | Female | 26 - 35 | In carriageway, crossing elsewhere | Crossing from driver's nearside |

Appendix B

Walking, Cycling, and Horse-Riding Assessment Report

Report Number

Walking, Cycling and Horse-Riding Assessment Report

**Job No:
2210020**

CONTENTS

| | |
|--|-----------|
| 1. Scheme Details | 3 |
| 1.1. SCHEME CLIENT / DEVELOPER | 3 |
| 1.2. LEAD ASSESSOR | 3 |
| 1.3. OTHER ASSESSMENT TEAM MEMBERS | 3 |
| 1.4. DESIGN TEAM LEADER | 3 |
| 1.5. SCHEME LOCATION AND DESCRIPTION OF HIGHWAY WORKS..... | 4 |
| 1.6. WCHAR STUDY AREA..... | 5 |
| 2. WCHAR Assessment..... | 7 |
| 2.1. ASSESSMENT OF WALKING, CYCLING AND HORSE-RIDING POLICIES AND STRATEGIES | 7 |
| 2.2. COLLISION DATA..... | 8 |
| 2.3. MULTI-MODAL TRANSPORT SERVICES AND INTERCHANGE INFORMATION | 9 |
| 2.4. TRIP GENERATORS | 9 |
| 2.5. SITE VISITS..... | 11 |
| 2.6. LIAISON WITH KEY STAKEHOLDERS..... | 12 |
| 2.7. EXISTING PEDESTRIAN, CYCLIST AND EQUESTRIAN FACILITIES | 12 |
| 2.8. WALKING, CYCLING AND HORSE-RIDING SURVEY DATA (LARGE SCHEMES ONLY)..... | 29 |
| 2.9. LIAISON WITH LOCAL USER GROUPS AND WIDER PUBLIC (LARGE SCHEMES ONLY)..... | 30 |
| 3. User Opportunities | 31 |
| 3.1. GENERAL..... | 31 |
| 3.2. STRATEGIC OPPORTUNITIES | 33 |
| 3.3. WALKING SPECIFIC OPPORTUNITIES | 33 |
| 3.4. CYCLING SPECIFIC OPPORTUNITIES | 33 |
| 3.5. HORSE-RIDING SPECIFIC OPPORTUNITIES..... | 33 |
| 4. Walking, Cycling and Horse-Riding Assessment Team Statement..... | 34 |
| Appendix A – enter title..... | 36 |
| Appendix B – enter title..... | 37 |
| Appendix C – enter title..... | 38 |

1. Scheme Details

1.1. Scheme Client / Developer

Name:
Organisation: Aviemore Trustee Ltd
Email:
Tel:

1.2. Lead Assessor

Name: J Smith
Organisation: Gateway RSE
Email: jsmith@gateway-rse.co.uk
Tel: 01483 679350

1.3. Other Assessment Team Members

Name:
Organisation:
Email:
Tel:

Name:
Organisation:
Email:
Tel:

1.4. Design Team Leader

Name: P de Jongh
Organisation: Motion
Email: pdejongh@motion.co.uk
Tel: 01483 531300

1.5. Scheme Location and Description of Highway Works

The proposed highway scheme consists of alterations to the access arrangements at the 'Lindenwood' plot on Chineham Business Park. Lindenwood is highlighted in red in the location plan below:



The proposed arrangements are shown on Motion drawing 2210020-GA01 and are understood to include (i) the formation of a new access on Crockford Lane to accommodate light and heavy goods vehicles (LGV/HGVs), (ii) the closure of an existing vehicular access, located centrally on the southern boundary of the plot; and (iii) the existing vehicular access at the south western corner of the site is to be retained to accommodate private cars accessing the car parking spaces.

The scheme includes the provision of designated pedestrian access points towards the south of the site and will include new paving and zebra crossings within the site to facilitate pedestrian movements. To facilitate the new LGV/HGV access, it is proposed that the existing bus stop will be relocated on Crockford Road.

This highway scheme is part of a development proposal which consists of demolishing the existing units on the plot and the subsequent construction of a single industrial structure containing 4 separate industrial units totalling 4,878 sqm. The four units will comprise of the following:

Unit 1 – 1,686 sqm (GIA) ground floor operational space plus 280 sqm (GIA) 1st floor office.
Unit 2 – 1,380 sqm (GIA) ground floor operational space plus 223 sqm (GIA) 1st floor office.
Unit 3 – 906 sqm (GIA) ground floor operational space plus 177 sqm (GIA) 1st floor office.
Unit 4 – 906 sqm (GIA) ground floor operational space plus 177 sqm (GIA) 1st floor office.

A Transport Statement has been prepared by Motion, which includes a TRICS assessment which shows that the proposed development will result in a significant decrease in car and LGV trips to the site, and an increase in HGV trips to the site (maximum of 3 in the peak hours).

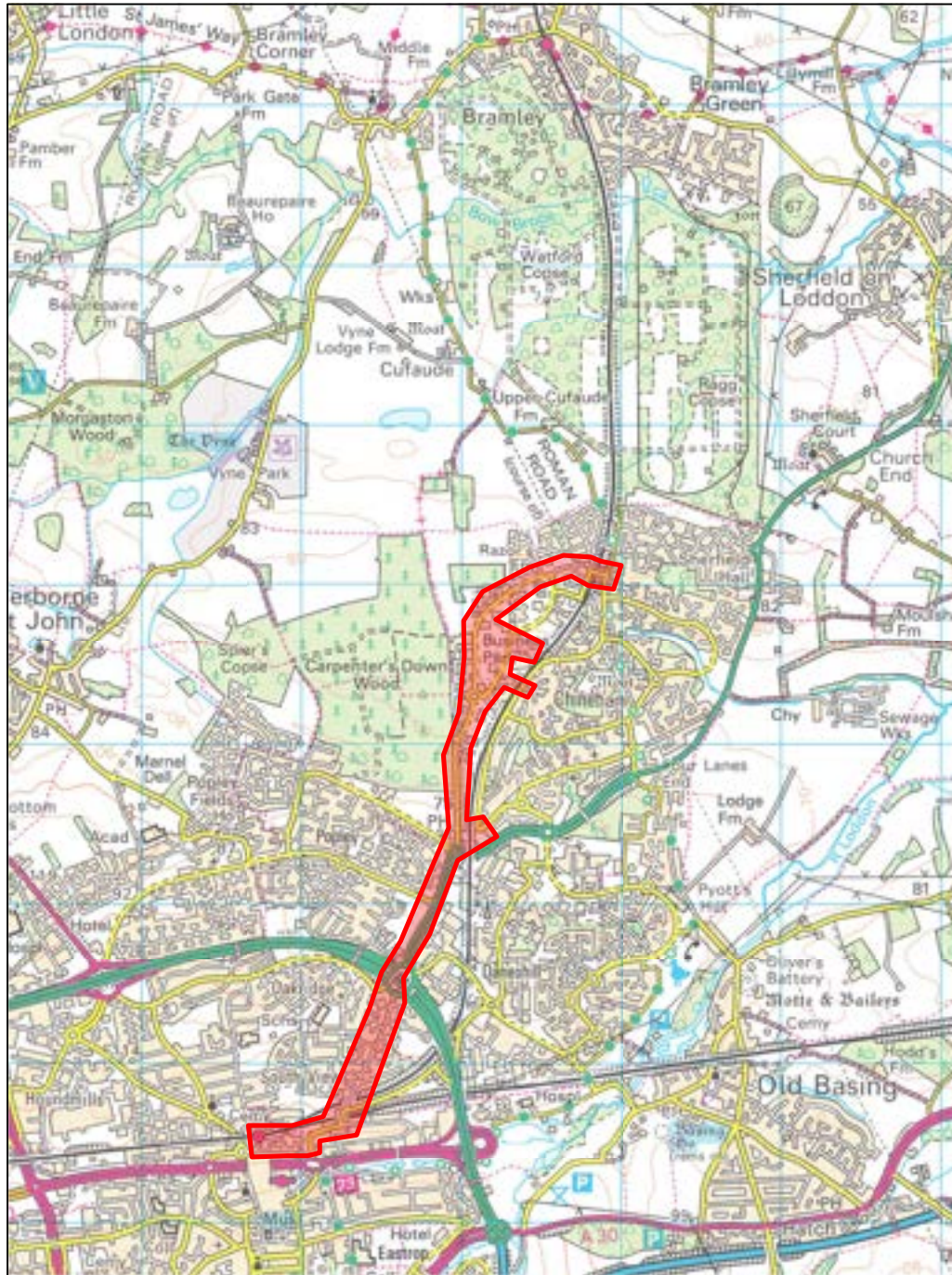
1.6. WCHAR Study Area

According to the definitions as set out in HCC guidance TG19, the scheme is classified as a 'large' scheme for the purposes of this WCHAR.

The lead Assessor has reviewed the proposed scheme and its local surroundings and determined that the appropriate extent of the WCHAR study area shall consist of the area indicated in red in the figure below.

This area includes walking routes to (i) nearby bus stop (which include a free shuttle bus to Basingstoke railway station / town centre, (ii) local amenities at Spindlewood (located within Chineham Business Park, including a nursery, gym and café / restaurant); and (iii) key routes providing pedestrian access to the nearby local residential areas where employees of the businesses located on the proposed development may live, up to distances of around 1 mile (consistent with journey distances that people are likely to undertake on foot).

The study area will include opportunities for cycling on the routes described above, and will be extended to include cycling routes to Basingstoke railway station / town centre, a distance of approximately 3 miles.



2. WCHAR Assessment

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

The following walking, cycling and horse-riding policies and strategies have been analysed as part of the assessment.

Local documents:

- Basingstoke and Deane Local Cycling and Walking infrastructure Plan (LCWIP) March 2023

The Basingstoke and Deane LCWIP provides a strategic approach to identifying cycling and walking improvements required at the local level within the Basingstoke and Deane District administrative area. It reflects the relevant local policies and strategies that have been developed in recent years by Hampshire County Council and/or Basingstoke & Deane Borough Council. Those documents are listed in the LCWIP introduction.

The LCWIP identifies primary and secondary routes within the district. It is noted that primary route 140 links Sherfield on Loddon to Basingstoke, a route which passes through the WCHAR study area, from the junction at the southern end of Crockford Lane, and therefore forms part of the pedestrian / cycle route between Chineham Business Park and Basingstoke Railway Station.

With respect to the section between the Crockford Road junction and Basingstoke Railway Station, the LCWIP states:

“Continuing south along Reading Road the route rejoins the A33 at the Crockford Road Roundabout, which has a combination of subways and at-grade cyclist and pedestrian crossings. This junction is currently a major barrier to active travel. There is an existing shared use path along the western side of the A33, the shared use path crosses the A339/A33 Ringway Roundabout at-grade; and is a collision hotspot for pedestrians and cyclists. From the Oakridge Rd/A33/A339/Norn Hill Roundabout, the route follows Norn Hill, a residential street with a parade of shops at the southern end. As the route approaches the town centre, the carriageway narrows, and on-carriageway parking and public transport service constrain the effective width. After crossing the railway via a footbridge, the route connects to an existing shared use path along Basing View and connecting to Alençon Link. There are no at-grade connections to the south via the Eastrop Roundabout and there is a lack of cycling provision on the Alençon Link to Basingstoke Railway Station.”

Several of the potential walking and cycling routes within this WCHAR study area are identified as secondary route within the LCWIP. The LCWIP states that “it is likely that primary routes in conjunction with connecting secondary routes will be delivered first. Other, secondary routes will be reviewed, audited, prioritised, and delivered in tranches subject to funding availability. Therefore, those secondary routes are not currently covered by the LCWIP.

Other / National documents:

- Designing for Walking (CIHT) – Provides design guidance for pedestrian facilities
- LTN1/20 - Provides design guidance for cycling infrastructure
- Inclusive Mobility (DfT) – provides design guidance on pedestrian and transport infrastructure.
- MfS 1 & 2 - Provides general guidance for pedestrian and cycle facilities on non-trunk roads.
- CD143 - Provides design guidance for pedestrian and cycle facilities on trunk roads.

2.2. Collision data

Collision data has been obtained from the Crashmap database (crashmap.co.uk) for the most recent 5-year period. This shows that 34 collisions occurred within the study area, during this period. Of those collisions, 9 involved a pedestrian and 6 involved a cyclist; those collisions are summarised below. No collisions were recorded involving horse riders.

Summary of collisions involving pedestrians:

- Crockford Lane (north of site), 1st May 2020, 12:06pm. A collision occurred involving a car striking a pedestrian whilst crossing the road. This occurred during daylight hours on a dry road and resulted in slight injuries to the pedestrian.
- Crockford roundabout signal junction (Crockford Lane arm), 22nd August 2018, 9:37pm. A collision occurred involving a left turning car striking a pedestrian that was standing in the road. This occurred during darkness on a dry road and resulted in slight injuries to the pedestrian.
- A33 Reading Road (at or near pedestrian crossing at Lidl store), 28th February 2020, 8:25am. A collision occurred involving a car striking a pedestrian whilst crossing the road (at pedestrian crossing). This occurred during daylight hours on a wet/damp road and resulted in slight injuries to the pedestrian.
- A33 Reading Road (at or near pedestrian crossing at Lidl store), 26th August 2021 2:57pm. A collision occurred involving a car striking a pedestrian whilst crossing the road (crossing elsewhere within 50 metres of a pedestrian crossing). This occurred during daylight hours on a dry road and resulted in slight injuries to the pedestrian.
- A33 Reading Road (at or near pedestrian crossing at Lidl store), 26th January 2022, 6:29pm. A collision occurred involving a car striking a pedestrian whilst crossing the road (at pedestrian crossing). This occurred during darkness on a dry road and resulted in slight injuries to the pedestrian.
- A33 / A339 ringway roundabout (Oakridge Road arm), 11th March 2018, 3:35am. A collision occurred involving a taxi striking a pedestrian that in the carriageway, not crossing. This occurred during darkness on a dry road and resulted in slight injuries to the pedestrian.
- Norn Hill (south of Martin Close), 15th May 2019, 8:43am. A collision occurred involving a car striking a pedestrian whilst crossing the road. This occurred during daylight hours on a dry road and resulted in slight injuries to the pedestrian.
- Junction of Norn Hill / Gresley Road, 14th February 2022, 8:54am. A collision occurred involving a car striking a pedestrian whilst crossing the road. This occurred during daylight hours on a dry road and resulted in slight injuries to the pedestrian.
- Alencon Link, 10th January 2019, 8:29am. A collision occurred involving a taxi striking a pedestrian whilst crossing the road. This occurred during darkness on a wet/damp road and resulted in serious injuries to the pedestrian.

Summary of collisions involving cyclists:

- Crockford roundabout signal junction (Crockford Lane arm), 12th September 2022, 12:49pm. A collision occurred involving a car striking a cyclist on the crossing. This occurred during daylight hours on a dry road and resulted in slight injuries to the cyclist.

- A33 / A339 ringway roundabout (Oakridge Road arm), 19th June 2018, 3:16pm. A collision occurred involving a car striking a cyclist on the crossing. This occurred during daylight hours on a dry road and resulted in slight injuries to the cyclist.
- Norn Hill (at Taverner Close junction), 4th October 2022, 6:39pm. A collision occurred involving a van striking a cyclist at the junction. This occurred during darkness on a dry road and resulted in slight injuries to the cyclist.
- Norn Hill (south of The Laurels), 23rd August 2022, 10:00am. A collision occurred involving a cyclist striking the rear of a stationary parked on the road. This occurred during daylight hours on a dry road and resulted in serious injuries to the cyclist.
- Alencon Link (at zebra crossing), 13th April 2022, 6:25pm. A collision occurred involving a cyclist and a bus/coach. The details indicate that the bus/coach was stationary, and the collision involved the cyclist striking or being struck by a vehicle door. This occurred during daylight hours on a dry road and resulted in serious injuries to the cyclist.

2.3. Multi-modal transport services and interchange information

Crockford Business Park has a free shuttle bus service for employees of companies located in the park, which runs between the park and Basingstoke railway station / town centre. In addition there is a public bus (Stagecoach route 20) following an identical route.

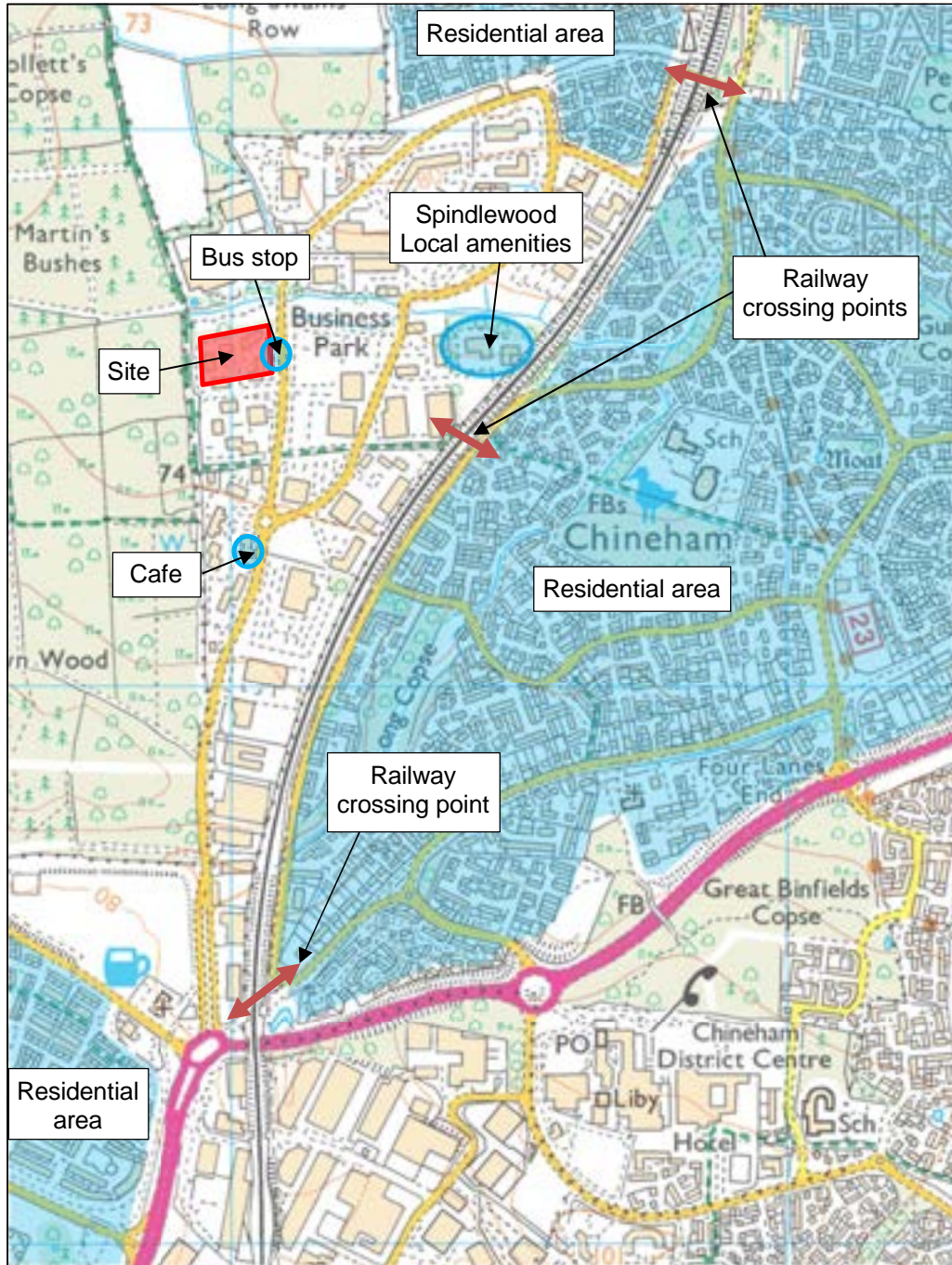
2.4. Trip generators

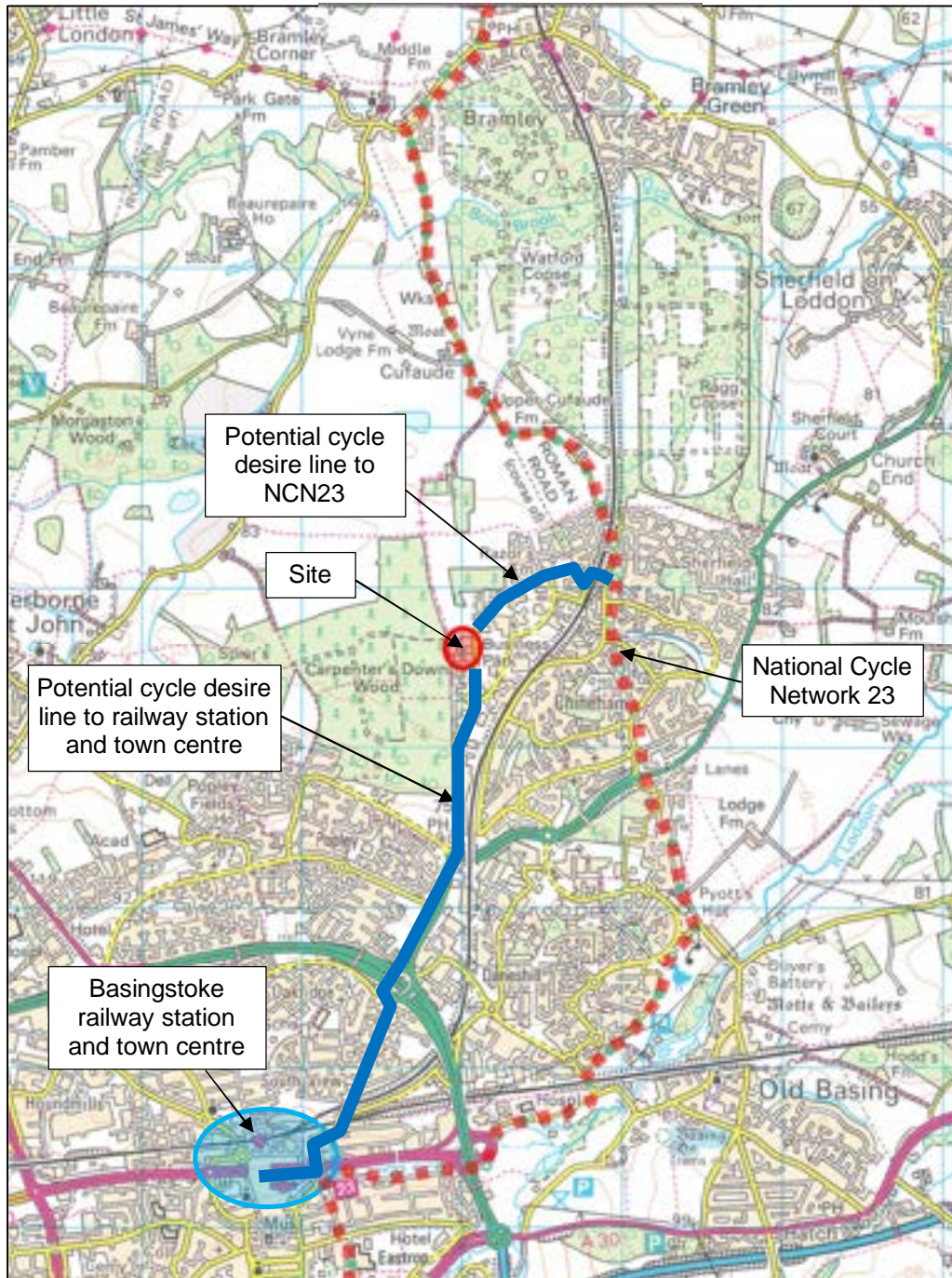
The development will be an employment site, that will potentially generate commuting trips on foot to/from the local residential areas to the north and east of Chineham Business Park and potentially from the residential area at Carpenters Down, to the west of the Crockford Roundabout. Commuting trips by bicycle may also be made to/from these areas, as well as Basingstoke railway station, located approximately 3 miles to the southwest.

In addition to these commuting trips, employees may make daytime trips on foot to the local amenities on at Spindlewood (Chineham Business Park), or by cycle to the town centre.

It is noted that National Cycle Route 23 passes near to Chineham Business Park, which may generate some cycle trips between the development site and the NCN23 route.

These trip generators are indicated in the plans below:





2.5. Site Visits

A site visit was carried out by J Smith on the 30th November 2023 between the hours of 12:30pm and 4:30pm. The site visit included roads and paths within the Chineham Business Park, extending out to the links with the identified trip generators surrounding the park, i.e. links to the residential areas at Parlour Drive (Vyne Park), Aurum Green Avenue, Cufuade Lane, Hanmore Road, Reading Road, Carpenter's Down and Shetland Road. The site visit also included the cycle route between the development site and Basingstoke railway station / town centre, which runs along the alignment of the A33, Norn Hill, Basing View and Alencon Link.

During the site visit the weather conditions were overcast and surfaces were dry. Vehicular traffic flows were light to moderate in and around Chineham Business Park, on Norn Hill and Alencon Link. Higher traffic flows were observed on the A33 and Basing View. Traffic flows were generally higher later in the afternoon, but generally remained free flowing with short queues forming at junctions.

Frequent pedestrian movements were observed throughout (with the exception of the route parallel to the A33; however, footways generally remained uncongested. Higher pedestrian flows were observed on Basing View and Alencon Link. Some cyclists were seen in all areas, although overall numbers remained relatively low throughout.

2.6. Liaison with key stakeholders

Hampshire County Council has been consulted through the highways pre-application advice process. The submission of a planning application will lead to a formal consultation process with key stakeholders and statutory consultees through the normal planning process.

2.7. Existing pedestrian, cyclist and equestrian facilities

Due to the extent of the study area, the description of the existing pedestrian, cyclist and horse riding facilities has been broken down into the following routes:

2.7.1 Northwards from the development site, from Crockford Lane to Cufaude Lane / Hanmore Road / NCN23, via the road bridge over the railway (including Aurum Green Avenue).

2.7.2 Eastwards from the development site, from Crockford Lane to the amenities at Spindlewood in Stag Oak Lane (including off carriageway footpath and Lime Tree Way).

2.7.3 Eastwards from the development site, from Crockford Lane to Hanmore Road (via the footpath passing under the railway).

2.7.4 Southwards from the development site, from Crockford Lane to the Crockford Roundabout on the A33 (for pedestrian facilities), and onwards to cover cycle facilities from the Crockford roundabout, alongside the A33 and on Norn Hill, Basing View and Alencon Link.

The following paragraphs are divided into these sections with photographs relating the features described.

2.7.1 Northwards from the development site, from Crockford Lane to Cufaude Lane / Hanmore Road / NCN23, via the road bridge over the railway (including Aurum Green Avenue).

General Arrangement and description of route:

Crockford Lane runs north / south through Chineham Business Park. It is a lit two-way single carriageway road, subject to a 30mph speed limit and has an approximate width of 7 metres.

In the vicinity of the development site there are 2-metre-wide footways on both sides and a bus stop / layby on the western side for northbound buses. At the time of the site visit the development site had hoarding around it, and excavation works were underway in the grass verge between the site and the footway (see photo 1). There are no cycle facilities at this location.

It is noted that the development scheme includes proposals to relocate the bus stop and provide a new LGV/HGV access on Crockford Lane, as shown on **Motion drawing [???**]. This preliminary plan does not include detailed design information, and therefore a subsequent review of the detailed design will be required to ensure that suitable dropped kerbs and tactile paving are provided at the access. Similarly, the relocated bus stop should be designed to ensure it is accessible, convenient, and comfortable to encourage travel by bus to and from the site.

Heading northwards from the development site, the western footway on Crockford Lane ends approximately 400 metres to the north of the site (at the Air Products site access, where the road curves around towards the east). Therefore, it is necessary for pedestrians to cross at this location; however, there is no dropped kerb pedestrian crossing facility at this location.

The footway opposite the Air Products site has vegetation growing across it, reducing the effective width (see photo 2). Further to the northeast on this footway, there are two accesses which have dropped kerbs but no tactile paving (see photos 3 and 4). The first access is disused / redundant, and the second access serves the Dunster House premises.

The route on the northwestern side of Crockford Lane resumes in the form of a 3-metre-wide shared footway / cycleway in the vicinity of Parlour Drive (entrance to Vyne Park). There is a dropped kerb crossing point on Crockford Lane at this location with a refuge island. The shared facility crosses over Parlour Drive with dropped kerbs and tactile paving and ends at the Crockford Lane junction with Aurum Green Avenue, where cyclists must rejoin the carriageway.

The route continues into Aurum Green Avenue which is a lit lightly trafficked residential road with traffic calming. Pedestrians can continue into Chedworth Place (a short cul-de-sac off Aurum Green Avenue) where there is a short pedestrian link at the northeastern end which allows pedestrians to reach the Crockford Lane bridge over the railway, and onwards to Cufaude Lane / Hanmore Road. However, cyclists must continue around Aurum Green Avenue and rejoin Crockford Lane slightly further south to reach the bridge over the railway. There are no cycle facilities at this location.

The Crockford Lane bridge over the railway has 1.55-metre-high parapets on both sides. On the eastern side of the bridge the northern footway ends and becomes grass verge, requiring pedestrians to cross onto the southern side. There is evidence that pedestrians continue on their desire line along the grass verge; however, it is of insufficient width to formalise as a paved footway.

There is no footway facility on the western side of Cufaude Lane / Hanmore Road, so pedestrians heading north onto Cufaude Lane must cross from the southern side of Crockford Lane onto the northern side at the mini roundabout junction with Cufaude Lane, and then cross onto the eastern side of Cufaude Lane, whereas southbound pedestrians must cross over the Hanmore Road arm of the mini roundabout. Dropped kerb crossing points with tactile paving are provided at all of these crossing locations.

The eastern side of Cufaude Lane / Hanmore Road has a 3-metre-wide shared footway cycleway providing onward routes for both pedestrians and cyclists. This section forms part of the National Cycle Network route 23 which runs from Reading to Southampton and has directional destination signage for pedestrians / cyclists.

The shared footway cycleway towards the south on Hanmore Road has vegetation growing across it, reducing the effective width (see photo 4).

There are no horse riding facilities on this route.



Photo 1: Crockford Lane looking north (at development site frontage)



Photo 2: Crockford Lane footway looking towards the northeast (opposite Air Products)



Photo 3: Crockford Lane looking northeast (disused / redundant access)



Photo 4: Crockford Lane looking northeast (Dunster House access)



Photo 5: Crockford Lane looking east towards Parlour Drive (Vyne Park)



Photo 6: Hanmore Road looking south (from Crockford Lane junction)

2.7.2 Eastwards from the development site, from Crockford Lane to the amenities at Spindlewood in Stag Oak Lane (including off carriageway footpath and Lime Tree Way).

General Arrangement and description of route:

The shortest pedestrian route from the development site towards the amenities at Spindlewood in Stag Oak Lane requires crossing of Crockford Lane to access a 2-metre wide off-carriageway path located to the north of Redwood 2; however, there are no dropped kerbs / tactile paving to facilitate this. The off-carriageway path is unlit and consists of a loose stone / gravel surface, which leads to Lime Tree Way (see photo 7). At its western end there is a level difference between the path and adjacent footway which may form a trip hazard (see photo 8).

At the eastern end of the path, the route continues southwards on Lime Tree Way, across the access to Redwood 2, which has dropped kerbs but no tactile paving (see photo 9); there is also evidence of surface water ponding at this location. To the south of this access there is a dropped kerb crossing point with tactile paving on Lime Tree Way which facilitates crossing over to reach the local amenities at Stag Oak Lane.

Mobility impaired users may prefer to avoid the gravel off-carriageway path when leaving the development site and will be required to travel southwards on Crockford Lane to the roundabout junction with Lime Tree Way. There are opportunities to cross Crockford Lane at the Lindenwood mini roundabout and at the Crockford Lane / Lime Tree Way roundabout, where dropped kerbs and tactile paving are provided throughout. However, the accesses to Rosewood, Central 40 and Beechwood on Lime Tree Way, which pedestrians on this route would be required to cross, do not have tactile paving. In addition, this route would lead pedestrians along the southern side of Stag Oak Lane, where the access to Cherrywood also does not have dropped kerbs or tactile paving (see photo 10).

At the eastern end of Stag Lane, the footway leads to the Spindlewood car parking area which operates as a shared surface; however, there is a raised kerb between the footway and parking area which may lead to difficulty for mobility impaired users (see photo 11).

Regarding cycle infrastructure; however, there are advisory cycle symbol markings and signage provided on Lime Tree Way (see photo 12). In addition, there are 4 cycle parking hoops at the Spindlewood site frontage.

There are no horse riding facilities on this route.



Photo 7: Looking eastwards from Crockford Lane to off-carriageway path



Photo 8: Level difference between path and adjacent footway



Photo 9: Lime Tree Way, looking south towards Redwood 2 access



Photo 10: Stag Oak Lane looking west towards Cherrywood access



Photo 11: Eastern end of Stag Oak Lane, transition to car park shared surface



Photo 12: Cycle facilities on Lime Tree Way

2.7.3 Eastwards from the development site, from Crockford Lane to Hanmore Road (via the footpath passing under the railway).

General Arrangement and description of route:

The shortest pedestrian route from the development site towards Hanmore Road (via the footpath passing under the railway) requires crossing of Crockford Lane to access a 2-metre wide off-carriageway path located to the south of Redwood 3. There is a dropped kerb crossing point on Crockford Lane to facilitate this; however, it does not include tactile paving. The off-carriageway path is unlit (although it does benefit from overspill lighting from the Redwood 3 car park) and consists of a loose stone / gravel surface, which leads to Lime Tree Way (see photo 13). The route continues to another off-carriageway path on the eastern side of Lime Tree Way; there is a dropped kerb crossing point at this location on Lime Tree Way; however, it does not include tactile paving (see photo 14).

Mobility impaired users may prefer to avoid the gravel off-carriageway path when leaving the development site and will be required to follow the route southwards to the Crockford Lane / Lime Tree Way roundabout, which has been described in section 2.7.2 above.

The off-carriageway path on the eastern side of Lime Tree Way consists of an asphalt surface and is mostly unlit (see photo 15), with the exception of one lighting column located on the pathway junction on the western side of the bridge passing beneath the railway.

At the bridge passing beneath the railway, the path is 1.8 metres wide, with a clearance of 3.6 metres between the side walls (see photo 16).

The bridge leads to Hanmore Road, providing pedestrian access to the residential areas to the east, via a dropped kerb crossing point on Hanmore Road (see photo 17).

This route does not include any cycle infrastructure; with the exception of advisory cycle symbol markings and signage provided on Lime Tree Way, as noted in section 2.7.2 above.

There are no horse riding facilities on this route.



Photo 13: Off-carriageway path (Redwood 3) looking west towards Crockford Lane