



LAND AT CALMORE CROFT FARM, SALISBURY ROAD, CALMORE

Transport Assessment

February 2024

McCarthy Investment Limited

COMMERCIAL DEVELOPMENT
LAND AT CALMORE CROFT FARM,
SALISBURY ROAD, CALMORE

TRANSPORT ASSESSMENT

CONTROLLED DOCUMENT

<i>Document No:</i>	135.0041/TA/3	
<i>Status:</i>	Original	
	<i>Name</i>	<i>Date</i>
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Revision Record

<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Aprvd</i>
2	27.02.24	SKB	Client Comments	MDS
3	28.02.24	SKB	Client Comments	MDS

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TRANSPORT ASSESSMENT

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1. INTRODUCTION

- 1.1 This Transport Assessment (TA) has been prepared by Paul Basham Associates on behalf of McCarthy Investment Limited to support an outline planning application (with all matters reserved except access) for a commercial development comprising approximately 6 hectares on Land at Calmore Croft Farm, Salisbury Road, Calmore. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.

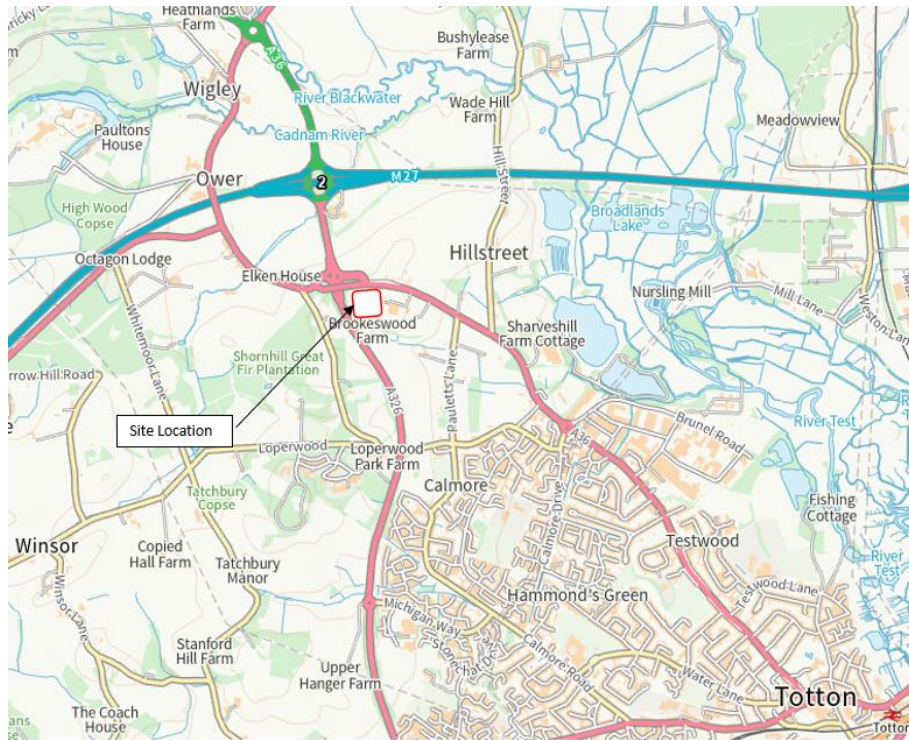


Figure 1: Site Location

- 1.2 The scope of the highways input required for this application has been discussed at length with Hampshire County Council (HCC) and New Forest District Council (NFDC) highway officers through pre-application consultations. These are detailed further within **Section 2** of this report.
- 1.3 In support of this report, a site visit was conducted in August 2023. In addition, highway boundary mapping has been obtained from HCC (included in **Appendix B**), collision data obtained from Hampshire Constabulary (included in **Appendix C**) and traffic speed data obtained between 15th – 21st August 2023 (included in **Appendix D**).
- 1.4 Paul Basham Associates have also prepared a Full Travel Plan (TP) and a Walking, Cycling and Horse-Riding Assessment & Review (WCHAR) which should be read alongside this TA.

1.5 The remainder of this report will cover the following:

- Pre-application and site planning history
- Policy Review
- Existing conditions and collision data
- Accessibility review
- Overview of the development proposals including occupation schedule, parking provisions and internal design
- Access arrangements
- Trip generation assessment and route assignment
- Junction capacity assessment and off-site impact
- Summary and Conclusions

2. PLANNING HISTORY AND PRE-APPLICATION DISCUSSIONS

SS1: North Totton Allocation

2.1 The proposed site forms part of the wider 'Land to the North of Totton' strategic development identified within the New Forest District Local Plan (2016 – 2036) as SS1 and is demonstrated by the purple area on **Figure 2** below. This wider allocation seeks to provide a residential-led, mixed-use development and open spaces and will comprise the following:

- At least 1,000 homes, dependent on the form, size and mix of housing provided
- A commercial core west of Pauletts Lane including around five hectares of land for business and employment uses
- A community focal point in a prominent location including ground floor premises suitable for community use
- Contributions to educational provision to include two hectares of land to be reserved for a primary school
- On-site provision of formal open space

2.2 The allocation is divided by Salisbury Road. Based on the indicative master planning of the main parcels of land that make up the allocation (and subsequent planning applications), it is anticipated that the land to the north of Salisbury Road can accommodate at least 340no. homes (associated with the applications for Bloor Homes (reference: 20/10997) and Bargate Homes 'Land west of Hill Street' (reference: 22/10854) and the land to the south will deliver the remaining 660no. homes. The illustrative masterplan for SS1: North Totton Allocation is demonstrated below in **Figure 2**.

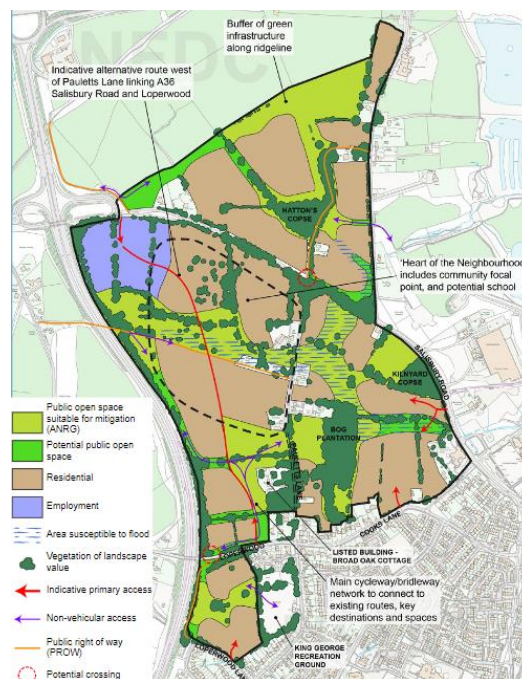


Figure 2: SS1 – Land to the North of Totton (extract from NFDC Local Plan)

Land to the North of Salisbury Road

- 2.3 An application was submitted on Land to the North of Salisbury Road for an *'Outline planning application with all matters reserved, except means of access to the highway network and associated highway improvements, for the demolition of existing buildings and the residential development of the site with up to 280 dwellings'* (application reference: 20/10997).
- 2.4 The application, which was granted consent in January 2023, detailed the likely impact on the operation of the local road network. It should, however, be noted that whilst the assessment considered the whole of the North Totton housing allocation (1,000 dwellings), HCC have confirmed that it didn't consider the 5 hectares of commercial floorspace included within the allocation.
- 2.5 It was, however, identified through the TA that the A326 southbound on/off slip would generate delays and queueing on the slip road for vehicles seeking to turn left and right onto Salisbury Road, but particularly for right turners in the current arrangement when considering the North Totton allocation (excluding the commercial land) and the redevelopment of Fawley Power Station.
- 2.6 Through the works undertaken by the Abley Letchford Partnership on behalf of Bloor Homes, it was suggested that to overcome the capacity concerns and enable vehicles to safely complete all manoeuvres in this location, that the junction should be upgraded to form a signalised junction. There were however no additional submissions on the planning portal which suggested a design for signals and how that would result in bringing the junction back within capacity. A financial contribution was however, secured by HCC highways through the S106 towards these improvements.
- 2.7 Given that the proposed application for commercial land is situated within the vicinity of this junction, it is suggested that the upgrade would also become a signalised staggered junction, with the fourth arm providing access into the commercial land. This is therefore discussed later within this report. Further consideration to existing applications and likely future applications in the vicinity of the proposed site is given later within this report.

Pre-application Discussions

- 2.8 Given the works undertaken on land north of Salisbury Road, and the conclusions reached in terms of a signalised junction being required, particularly should the commercial land come forwards, a Pre-application Scoping Note (PSN) was prepared by Paul Basham Associates and submitted to HCC in June 2022. Pre-application discussions were then held in January 2023 following the receipt of highway comments in September 2022.

2.9 The highway comments received from HCC (dated 26th September 2022) through the initial pre-application response are summarised below, with the full outputs included in **Appendix E**:

- Additional data required to support access design works – including CAVAT, vertical alignment data, vehicle approach speeds and tracking to conform to HCC requirements
- LinSig model comments in regard to right turn vehicles having fully signal controlled lanes and dedicated lanes provided where appropriate
- Consideration to the wider North Totton link road would need to be given and modelled appropriately
- The highway authority expect pedestrian/cycle crossing to be provided at the new junction
- Pedestrian and cycle routes to be considered and a WCHAR submitted to support an application
- Consideration to impact on Pauletts Lane
- Accident data to cover similar area as the Bloor Homes application
- Delivery and Servicing to occur on site, with 2m margins required around turning heads for HGV overhang
- Trip generation assessment to reflect actual proposals, and if unknown, a worst-case scenario to be assessed.
- Junction modelling/assessment to cover the following
 - Proposed Site Access;
 - A36/A326 Northbound Slip Roads;
 - M27 Junction 2
 - A36/Pauletts Lane;
 - A36 Salisbury Road/Calmore Drive/Brunel Road Roundabout;
 - Cooks Lane/Pauletts Lane/Loperwood/Calmore Road Crossroads
- Committed development should include the following
 - Land North of Loperwood Lane 19/10703 and 15/11797 for 80 dwellings
 - Land north of Salisbury Road, Calmore 20/10997 for 280 dwellings
 - Land north of Cooks Lane 22/10219 for 196 dwellings
 - Land west of Hill Street 22/10854 for 60 dwellings
 - Remaining land parcels of SS1
- Trip distribution methodology is considered acceptable in principle and assignment methodology broadly acceptable – to also consider Link Road use and Pauletts Lane

2.10 Following the pre-application meeting with HCC in January 2023, Paul Basham Associates then prepared a Technical Note (TN) with the aim of addressing/considering some of the comments raised by HCC. An additional highway response was subsequently received from HCC (dated 11th July 2023), for which the comments are summarised below (and included in **Appendix E**).

- Use of the TRICS (B8 Warehousing) land use not accepted unless the site is to be restricted to exclude the use of parcel distribution through planning.
- Design to be produced to the recorded speed as no guarantee reduction in speed limit will come forwards
- Consideration to rear end collisions for eastbound travelling vehicles given derestricted speeds and queueing on approach to the proposed site access.
- Pedestrian crossing considerations and designs to be submitted to support an application
- Revised junction model to include/consider intergreens, additional islands and prohibited stage changes

2.11 Where appropriate and applicable, the highway comments made through the pre-application and subsequent further correspondence are referred to within this report.

3. PLANNING POLICY REVIEW

3.1 This TA has been produced in accordance with relevant national, regional and local policy. For reference this includes:

- National Planning Policy Framework (NPPF) (September 2023)
- LTN 1/20 Cycle infrastructure Design (July 2022)
- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements'
- DfT Circular 01/2022
- Hampshire County Council Local Transport Plan (LTP3) (2011 – 2031)
- Hampshire County Council Draft Local Transport Plan 4 (LPT4)
- New Forest District Council Local Plan 2016 – 2036 Part One: Planning Strategy (2020)
- Strategic Site 1: Land to the North of Totton
- Totton and Eling Neighbourhood Plan

National Planning Policy Framework (NPPF)

3.2 The NPPF (September 2023) acts as the central guidance for development planning. As defined in NPPF Annex 2: Glossary, a Transport assessment: 'A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development'. The following NPPF paragraphs are relevant to the Transport Assessment:

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.

(NPPF Para.104)

The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para.105)

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.

(NPPF Para. 111)

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.

NPPF Para. 113)

LTN 1/20 Cycle Infrastructure Design (July 2020)

3.3 LTN 1/20 provides guidance to local authorities on delivering high quality, cycle infrastructure including:

- Planning for cycling
- Space for cycling within highways
- Transitions between carriageways, cycle lanes and cycle tracks
- Junctions and crossings
- Cycle parking and other equipment
- Planning and designing for commercial cycling
- Traffic signs and road markings
- Construction and maintenance

3.4 This Local Transport Note provides guidance and good practice for the design of cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters. Further reading on related matters, helpful tools and advice on procedural issues are included in the appendices. Local Transport Note (LTN) 1/20 replaces previous guidance on cycle infrastructure design provided by LTN 2/08, and accordingly LTN 2/08 is withdrawn.

Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’

3.5 The Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’ provides advice on when Transport Assessments and Transport Statements are required, and what they should contain.

DfT Circular 01/2022

3.6 The “Strategic Road network and the delivery of sustainable development” policy published by the DfT in December 2022 and is the policy of the secretary of state in relation to the Strategic Road Network. It sets out how National Highways engages with the planning system and fulfil its remit to be a delivery partner for sustainable economic growth, whilst maintain managing and operating a safe and efficient strategic road network. The relevant sections of this document are set out below.

New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas.

(Paragraph 12)

Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries. The company will support development promoters and local authorities in applying the principles of Manual for Streets, the National Design Guide on Movement, inclusive mobility and local transport note 1/20 to ensure priority is given to pedestrian and cycle movements, and that well-considered parking, servicing and utilities infrastructure for all users is incorporated into development proposals.

(Paragraph 17)

Capacity enhancements such as modifications to existing junctions or road widening to facilitate development should be determined on a case-by-case basis. The general principle should be accepted where proposals would include measures to improve community connectivity and public transport accessibility, and this will be weighed against any negative safety, traffic flow, environmental and deliverability considerations, impacts on the permeability and attractiveness of local walking, wheeling and cycling routes, and alternative options to manage down the traffic impact of planned development or improve the local road network as a first preference.

(Paragraph 23)

The DMRB sets out the details of the Secretary of State's requirements for access, design and audit in the highway scheme design process to which development proposals must conform. In this regard, GG 104 (or its subsequent update) identifies the framework and approach for safety risk assessment to be applied when undertaking any activity that may have an impact on safety on the SRN. Moreover, a Walking, Cycling & Horse-Riding Assessment and Review in compliance with GG 142 must be completed during the options or concept stage of a development that proposes modifications to the SRN, which enables opportunities for new or improved facilities for pedestrians, cyclists and horse-riders to be identified. In turn, development promoters should prepare a preliminary design and Stage 1 Road Safety Audit (see GG 119) before planning permission is applied for, to demonstrate that road safety issues have been considered. Early engagement with the company is therefore encouraged to ensure that the above and further highway standards in the DMRB are appropriately addressed.

(Paragraph 25)

Where the company is requested to do so, it will engage with local planning authorities and development promoters at the pre-application stage on the scope of transport assessments/statements and travel plans. This process should determine the inputs and methodology relevant to establishing the potential impacts on the SRN and net zero principles that will inform the design and use of the scheme. Development promoters are strongly encouraged to engage with the company to resolve any potential issues and maximise opportunities for walking, wheeling, cycling, public transport and shared travel, as early as possible.

(Paragraph 47)

Where a transport assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites.

(Paragraph 48)

A transport assessment for consideration by the company must also consider existing and forecast levels of traffic on the SRN, alongside any additional trips from committed developments that would impact on the same sections (link or junction) as the proposed development. Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic. The scenario(s) to be assessed, which depending on the development and local circumstances may include sensitivity testing, should be agreed with the company; where a scenario with particularly high or low growth is proposed, this should be supported by appropriate evidence. Planned improvements to the SRN or local road network should also be considered in any assessment where there is a high degree of certainty that this will be delivered.

(Paragraph 49)

An opening year assessment to include trips generated by the proposed development, forecasted growth and committed development shall be carried out to establish the residual transport impacts of a proposed development. For multi-phase developments, additional assessments shall be provided based on the opening of each phase.

(Paragraph 50)

Where a transport assessment indicates that a development would have an unacceptable safety impact or the residual cumulative impacts on the SRN would be severe, the developer must identify when, in relation to the occupation of the development, transport improvements become necessary.

(Paragraph 51)

The scope and phasing of necessary transport improvements will normally be defined by the company in planning conditions that seek to manage development in line with the completion of these works. In such circumstances, modifications to the

SRN must have regard to the need to future-proof the network, while its delivery may require a funding agreement between the development promoter and the company.

(Paragraph 52)

As a result of investigations undertaken by the company, development promoter and/or local highway authority, it may become apparent that a different form of intervention would better address cumulative development impacts than the option(s) already identified through the plan-making process. In this situation, the company will work with the local planning authority and development promoter(s) to explore a cost sharing mechanism or the phased delivery of a more comprehensive scheme.

(Paragraph 53)

Hampshire County Council Local Transport Plan 3 (LPT3)

- 3.7 The current adopted Hampshire County Council Local Transport Plan 3 (2011-2031) sets out Hampshire's Transport Strategy aimed at achieving stronger and safer communities and realising the county's vision of "*safe, efficient and reliable ways to get around a prospering and sustainable Hampshire*". The plan identifies a range of policy objectives aimed at achieving the overarching vision with those most relevant to this TA outlined below.

Promote, where they are stable and serve our other transport priorities, the installation of new transport technologies, including navigational aids, e-ticketing and smartcards, delivery of public transport information over the internet and on the move, and electric vehicle charging points.

(Policy Objective 3)

Work with bus and coach operators to grow bus travel, seek to remove barriers that prevent some people using buses where affordable and practical, and reduce dependence on the private car for journeys on inter- and intra-urban corridors.

(Policy Objective 4)

Contribute to achieving local targets for improving air quality and national carbon targets through transport measures, where possible and affordable

(Policy Objective 10)

Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives

(Policy Objective 11)

Invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthier alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.

(Policy Objective 12)

Hampshire County Council Draft Local Transport Plan 4 (LPT4)

3.8 LPT4 is currently in draft format but it is understood that HCC are promoting the content and policies within it. It sets out core policies which are used to determine how HCC plans and delivers all aspects of transport. The vision for LPT4 provides information on the vision for 2050, transport policies, a roadmap for 2050 and wider strategies. The core policies which are most pertinent to this TA are as follows:

Guiding Principle 1: Significantly reduce dependency on the private car and reduce the overall need to travel.

Measures being considered include:

- Local living and local travel
- Reprioritising space in favour of walking and cycling
- Establishing mobility credit schemes for those agreeing to no longer own a car
- Congestion charging
- ‘Changing how we look at the impacts of development – with more of a focus on sustainability, rather than traffic impact. This could include establishing a set of minimum acceptable sustainability criteria.’

Guiding Principle 2: Create a transport system that supports high quality and prosperous places and puts people first.

Measures being considered included:

- Link and place design frameworks to better utilise areas in terms of form and function
- Seeking contributions from developers to mitigate impacts on a ‘Zero Harm’ basis, in terms of air quality
- Implementing charging zone for air quality/low emissions
- Designing new developments to be mixed use with capacity for bus service access

3.9 The key policies which are important are:

Policy C1: Putting people and places at the heart of our decisions

- Promotes a shift away from ‘planning for vehicles’ to ‘planning for people’ and ‘planning for places’.
- Requires transport solutions to be developed in light of our new Movement and Place Framework, our Road User Utility Framework and a ‘Healthy Streets’ approach.
- Establishes our ‘Ten Point Plan’ for a more equitable transport system.

Policy C3: Transport strategies and schemes to be developed in accordance with consideration of all users

- Requires the application of our Road User Utility Framework (which complements the Movement and Place Framework) to ensure that local infrastructure and how we manage it does not exclude those who cannot drive or choose not to.
- Focuses not just on safety, but also the usefulness of infrastructure and spaces by different modes

Policy C5: Support local living and reduce demands on transport

- Promotes community-led place and transport improvements and enables residents to make greater use of local services and facilities.
- Supports measures to enable people to ‘live locally’ and access many of their daily needs within a 20 minute walk of their home (‘20 minute neighbourhoods’).
- Supports the roll out of superfast / gigabit broadband to enable home working and online access to services, so that people can travel less.

Policy C6: Encourage sustainable travel behaviour

- Sets out the need for raising awareness of alternative travel options and behaviour change initiatives (e.g. travel planning), in addition to developing transport infrastructure which will provide affordable, safe, attractive and easy to use alternatives to the private car.
- Supports the requirement for a 10% reduction (approx.) in car use (vehicle-kilometres) by 2030.

Local Plan 2016 – 2036 Part One: Planning Strategy

3.10 The NFDC Local Plan sets out the strategy and policies for development within the district. The plan identifies the vision for the area being ‘By 2036 New Forest District will be characterised by thriving and prosperous communities that provide for the housing, business and community needs of residents’.

- 3.11 Within the plan, several strategic objectives are set out, of which STR6: Sustainable Economic Growth, STR7: Strategic Transport Priorities and STR8: Community services, infrastructure and facilities are relatable for this application.

STR6: Sustainable Economic Growth

'The Council strategy for sustainable economic growth is to maintain and enable a vibrant and prosperous local economy offering a diverse range of local employment opportunities, where existing businesses continue to thrive, and new businesses have sufficient and suitable opportunities to form and grow in appropriate locations'.

- i. The provision of sufficient land to meet the identified need for 126,000sqm of employment floorspace. This will comprise of:
 - a. 18 hectares of employment land (for around 70,000sqm floorspace) allocated within residential-led mixed-use Strategic Site Allocations at Totton (SS1), Fawley (SS4) and Ringwood (SS14);

STR7: Strategic Transport Priorities

'The Council will support and facilitate major projects that improve accessibility for pedestrians and cyclists, improve public transport, reduce traffic congestion and improve road safety, provided that they can be achieved without an unacceptable impact on the local environment and local communities'.

STR8: Community Services, Infrastructure and Facilities

'In order to ensure the provision of adequate infrastructure and services to meet the current and future needs of residents and businesses in the Plan Area:

- i. The Council will work with:
 - a. Community service and infrastructure providers and business interests, to support or enable their delivery of transport, utilities, communications and community service infrastructure projects and facilities that help to address the current and future needs of communities and businesses in the Plan Area; and
 - b. Developers through the planning application process, to ensure that proposed developments make sufficient provision for the needs of future occupiers and mitigate their impacts on existing services and facilities in accordance with Policy IMPL1: Developer contributions and the requirements set out in the Strategic Site Allocation Policies and the Infrastructure Delivery Plan'.

Strategic Site 1: Land to the North of Totton

3.12 As aforementioned, the proposed site forms part of the wider 'Land to the North of Totton' strategic development identified within the New Forest District Local Plan (2016 – 2036) as SS1. This wider allocation seeks to provide a residential-led, mixed-use development and open spaces and will comprise the following:

- At least 1,000 homes, dependent on the form, size and mix of housing provided
- A commercial core west of Pauletts Lane including around five hectares of land for business and employment uses
- A community focal point in a prominent location including ground floor premises suitable for community use
- Contributions to educational provision to include two hectares of land to be reserved for a primary school
- On-site provision of formal open space

3.13 Specific to transport, the policy sets out the following considerations to be addressed through SS1:

- The need for an agreed comprehensive development framework for the whole allocation to ensure the effective coordination between multiple land interests to deliver an integrated, whole-site approach to the provision of access, community facilities, open space and natural recreational greenspace for habitat mitigation.
- Design and other appropriate measures to mitigate potential noise and air quality impacts from the M27/A31, A36 and the A326.
- To assess the need for, and to provide where necessary, enhancements to the A326 and A36 junctions to provide safe vehicular access for the development.

Totton and Eling Neighbourhood Plan

3.12 Totton and Eling Town Council are in the process of creating a Neighbourhood Plan which is a community-led plan aiming to guide the future development regeneration and conservation of the area. The plan is not far enough through the process at present to be considered within this planning application.

3.13 The following TA has therefore been prepared with consideration to the above mentioned policies, and specifically in accordance with the NPPF (Sept 2023) paragraph 104, 111 and 113 with regards to impact.

4. EXISTING CONDITIONS

Site and Surroundings

- 4.1 The site, which is predominantly greenfield land (with a portion of industrial uses), is situated circa 800m south of the M27 and 4km northwest of Totton town centre. The site is bordered by the A36 to the north, greenfield and other land uses to the east and south and the A326 to the west. The existing site and its surroundings are demonstrated in the site location plan in **Figure 3**.

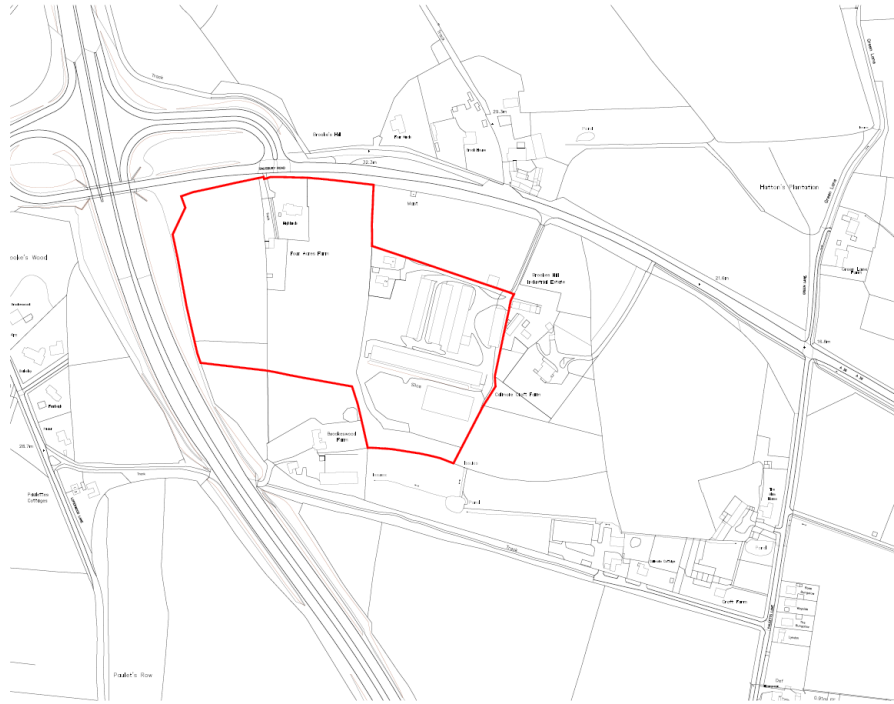


Figure 3: Site Location Plan

Local and Strategic Road Network

- 4.2 The location of the site in relation to both the local and strategic road networks present an excellent opportunity to provide the proposed type of development in this location, given the negligible impact the associated vehicle traffic would have on nearby towns and villages (as discussed later in the report).

A36

- 4.3 The site is bound by the A36 to the north. The A36 is a key distributor road in the area as it provides a route between Southampton and Salisbury. In the vicinity of the proposed site, the carriageway measures circa 7m in width and is subject to a 60mph speed limit. This reduces to 50mph circa 400m east of the site. To both the east and west of the proposed site, no existing pedestrian infrastructure is provided. The existing conditions along the carriageway are demonstrated in **Photograph 1**.



Photograph 1: A36 Salisbury Road

- 4.4 Two 7-day Automated Traffic Count (ATC) surveys were undertaken along the A36 to determine the actual vehicle speeds and help inform the access design (as detailed in **Section 8**). The results of the ATC survey, which was undertaken between Tuesday 15th and Monday 21st August 2023, are summarised in **Table 1**, with the full outputs included in **Appendix D**.
- 4.5 It should be noted that, whilst the surveys were undertaken during the school holiday period, this was agreed beforehand with HCC.

Direction		85 th ile, 7-day Average Vehicle Speeds
Eastern Survey	Eastbound	46.3mph
	Westbound	48.1mph
Western Survey	Eastbound	31.8mph
	Westbound	36.0mph

Table 1: ATC Survey Results

Pauletts Lane

- 4.6 Pauletts Lane, located circa 650m east of the proposed site, measures circa 4m in width and is subject to a 50mph speed limit for the first 100m, before reducing to 30mph. Pauletts Lane is a local road providing an alternative route between the A36 and Loperwood (to the south) which subsequently provides a route west towards Winsor and Bartley. The existing conditions along Pauletts Lane are demonstrated in **Photographs 2** and **3**.



Photographs 2 and 3: Pauletts Lane Conditions

A326

- 4.7 The site is bordered by the A326 to the west. The A326 is a key strategic route in the area, acting as a by-pass route around Totton and southeastbound towards Fawley. To the north, the A326 connects to Junction 2 of the M27. The A326 southbound off slip/southbound on slip joins the A36 almost directly opposite the proposed development site, with northbound on slip and off slip situated circa 250m west of the proposed development site.
- 4.8 An ATC survey was also undertaken on the A326 (southbound) Off-slip to determine the vehicle speeds approaching the A326/A36 junction. A summary of the data is provided in **Table 2**, with the full data included in **Appendix D**.

A326 Off-slip	85 th ile, 7-day Average Speeds	
	Eastbound	Westbound
	31.5mph	N/A

Table 2: A326 (Off-Slip) ATC Data

M27

- 4.9 As aforementioned, Junction 2 of the M27 is located circa 800m north of the proposed development site. The M27 forms part of the strategic network and provides a key route between West Sussex to the east to the A31 to the west. Junction 2 is also situated circa 9km southwest of the M3, which again forms a key route in the area for vehicles wishing to travel northbound.

Collision Data

- 4.10 Collision data has been obtained from Hampshire Constabulary for the latest available 5-year period, and encompasses an area as set out and agreed with HCC at the pre-application stage. Specifically, the area considered covers the A36 in the vicinity of the site (the same as which was assessed as part of the Bloor Homes application (20/10997)).

4.11 The data has been obtained for the period between 1st March 2018 and 28th February 2023. Whilst it is noted that this data is some 10 months out of date, this is the latest that could be obtained from Hampshire Constabulary due to their own internal delays, and thus an issue outside of our client’s control. The data is visually demonstrated in **Figure 4**, with the full data included in **Appendix C**.

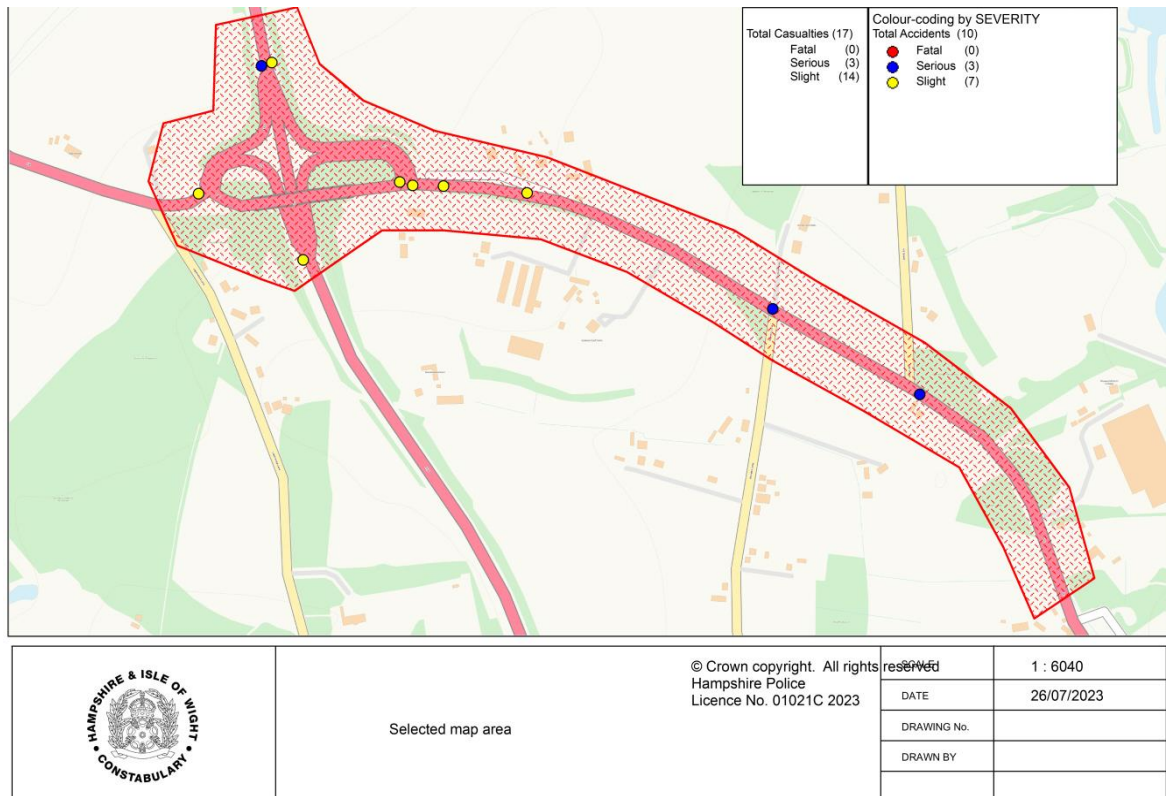


Figure 4: Collision Data

4.12 The data shows that there were 10no. incidents recorded within the search period, of which 7no. were classified as slight in nature and 3no. classified as serious. As a result of the collisions, a total of 17no. casualties were recorded, of which 14no. suffered slight injuries and 3no. serious. Whilst 2no. incidents have been recorded in the immediate vicinity of the A326/A36 junction, both were classified as slight and the reasons for the incidents are summarised below:

- Incident 6th August 2020 - Veh1 (car) travelling W along A36 Salisbury Road turned right onto the A326 Southbound on slip, however due to low sun failed to see veh2 (p/cycle) travelling E along A36 Salisbury Road and turned across its path causing a collision – Cause: Dazzling Sun
- Incident 21st September 2019 - Veh 1 (Car) travelling S along the A326 Slip Road has failed to stop at the junction with A36 and overshoot the junction colliding with a grass bank and fence – Cause: Junction overshoot.

4.13 Whilst any incident is regrettable, the collision data demonstrated in **Figure 4** shows that there have been very few recorded, particularly when considering the quantum of vehicles utilising the carriageway. There is no doubt that that proposed development would result in an increase in traffic in this area, however, the proposed access (detailed later in the report) and with consideration to the wider SS1 allocation, would result in an environment that is significantly altered and reduce the likelihood for conflict.

5. ACCESSIBILITY REVIEW

- 5.1 The site is situated circa 4km northwest of Totton town centre. As previously identified, the site is well located in relation to both the local and strategic road networks, which therefore lends itself to providing a commercial development in the proposed location.
- 5.2 The Chartered Institution of Highways and Transportation's (CIHT) 'Planning for Walking' (April 2015) document identifies that the average length of pedestrian journeys is now 1.37km (page 6). Aside from the bus stops within 750m of the site, other facilities such as convenience stores, post offices, and pharmacies (amongst others) are within a circa 23-minute walking time, located in Calmore.
- 5.3 Applying the 80m/minute walking speed to the time from the site to the facilities in Calmore (circa 1.84km), the site location at present is not within the average pedestrian journey length recognised by CIHT. However, the site forms part of the North Totton allocation for which a new primary school and community uses are proposed to be delivered. Similarly, the residential development of 280no. houses on land North of Salisbury Road (reference: 20/10997) and land west of Hill Lane (reference: 22/10854), were permitted despite walking and cycling distances being similar to those for the proposed site. Therefore, the location of the site should be considered acceptable in this regard.
- 5.4 Ensuring suitable pedestrian and cycle facilities are provided to connect the proposed commercial site with the already permitted (and rest of SS1 allocation) residential development will be assessed later in this report.

Pedestrian Network

- 5.5 At present, there is no footway flanking the southern side of the A36 either to the east or west of the proposed development site. The gentle topography does however lend itself to promoting walking as a method of travel, should suitable provision be provided.
- 5.6 As part of the Bloor Homes application, a new 2m wide footway is to be provided flanking the western side of the access arm from the roundabout into the Bloor Homes site, with the provision then continuing across the A36 (eastbound) arm of the roundabout and south towards the existing industrial estate (and what is anticipated to provide the access for the southern parts of the SS1: North Totton allocation land).

- 5.7 A new 3m wide shared footway/cycleway (in accordance with LTN1/20 guidance), is proposed on the eastern side of the new Bloor Homes roundabout continuing both eastbound along the A36, before a new uncontrolled crossing facility is also provided outside the sites' secondary access, facilitating the movement of pedestrians and cyclists onto a new 3m wide shared footway/cycleway on the southern side of the A36.
- 5.8 Crossing facilities are also proposed across each arm where appropriate. The proposed access arrangements and associated improvements submitted as part of the Bloor Homes application are demonstrated in **Figure 5**, and attached as **Appendix F**.

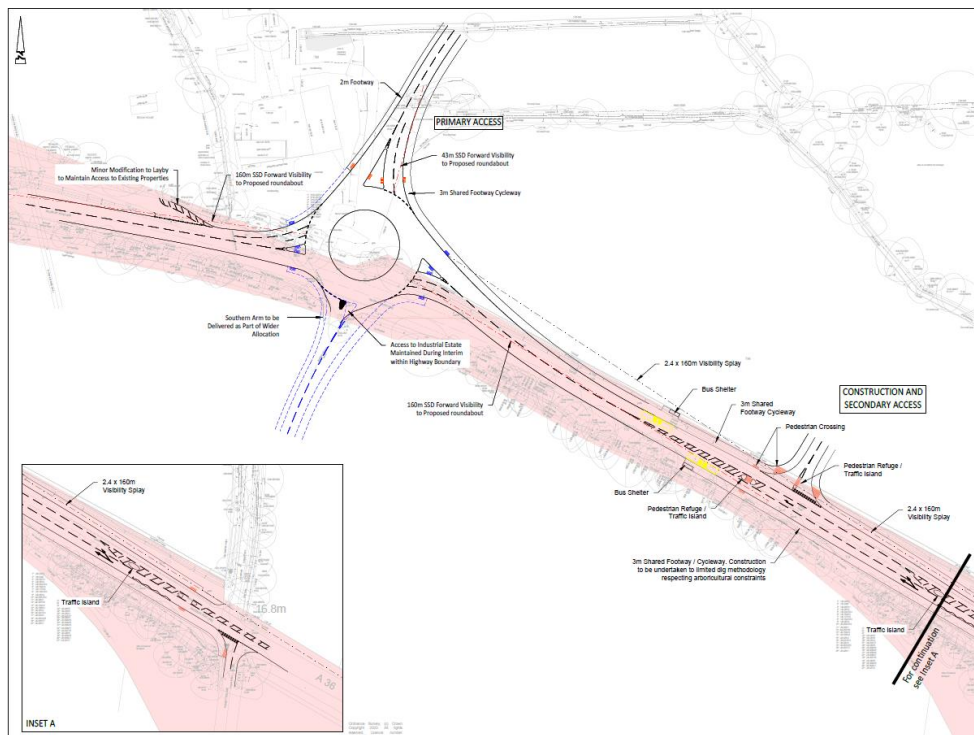


Figure 5: Bloor Homes Access Works & Highway Improvements

- 5.9 Where possible, the proposed development will tie into the improvements proposed through Bloor Homes application, as discussed further later in this report.

Pauletts Lane

- 5.10 At present, the optimal route for site users walking to the local facilities in Calmore, would be via Pauletts Lane. Whilst Pauletts Lane does not have any formal footway provision on either side of the carriageway, advisory signage was observed during the site visit highlighting that pedestrians do walk within the carriageway. The environment for vehicles along Pauletts Lane enhances the provision for pedestrians, with a 30mph speed limit and white lining demarcating a narrow carriageway width which was observed, whilst on site, to only be wide enough for one vehicle at a time.

5.11 The existing conditions along Pauletts Lane are demonstrated in **Photographs 4 and 5**.



Photographs 4 and 5: Pauletts Lane Conditions

A36

5.12 As aforementioned, there is currently no pedestrian provision flanking either side of the A36 in the vicinity of the site. However, some 900m east of the proposed access, a footway flanks the southern side of the A36 which provides a continuous route towards the industrial/business parks at Testwood. This is shown in **Photograph 6**.



Photograph 6: Southern A36 Footway

- 5.13 With the proposed Bloor Homes improvements (application reference: 20/10997) in the area, the southern footway shown in **Photograph 6** would become accessible via a continuous route for the proposed site users (subject to a connection being provided between the proposed site and the Bloor Homes roundabout which is detailed further later in the report).

Public Rights of Way (PROW)

- 5.14 Whilst there is limited pedestrian infrastructure at present in the vicinity of the site, several Public Rights of Way (PROW) routes are present. These are shown in **Figure 6**.

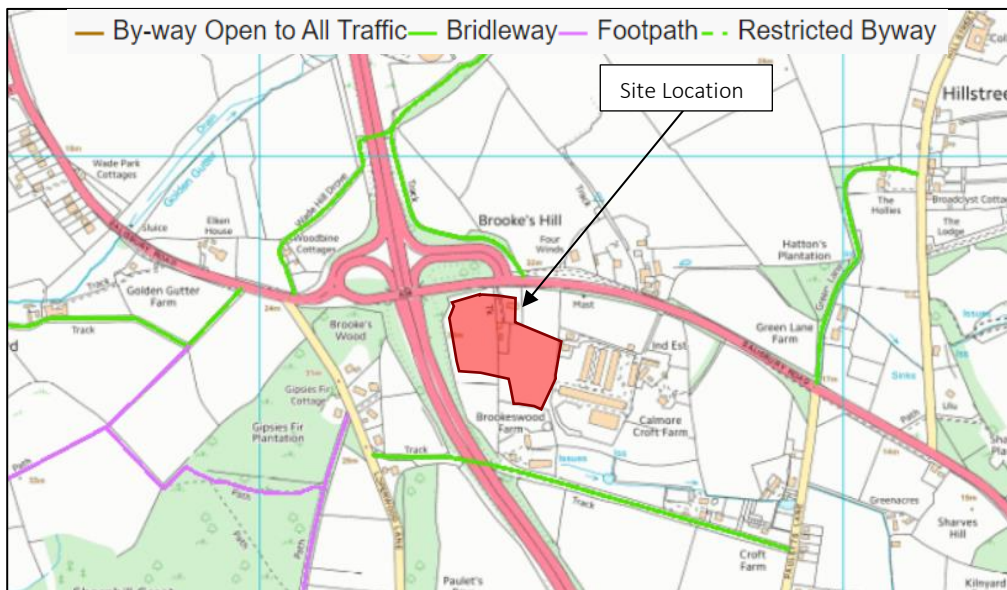


Figure 6: Public Rights of Way (PROW) in the vicinity of the site (Source: HCC)

- 5.15 The location of the PROW does not typically provide a route between the site and the local facilities and amenities but do provide suitable options for leisurely walks, albeit these are less likely to occur from the proposed B8 employment uses.

Cycle Network

- 5.16 The gentle topography of the area lends itself to cycling as an alternative mode of travel to the private car. Whilst there are no local or National Cycle Routes located close to the site, several bridleways are located in close proximity, as shown in **Figure 6**.
- 5.17 In addition, as previously set out, the Bloor Homes development (reference: 20/10997) will be improving the existing provision for cyclists in the vicinity of the site, with new 3m wide shared footway/cycleways provided along the A36. The opportunities to enhance and improve the existing cycle network (over and above those to be implemented as a result of the Bloor Homes development) in the vicinity of the site is explored later in this report.

5.18 A WCHAR has also been prepared and submitted as part of this planning application to consider the routes and possible improvements required further. This is submitted under a separate cover.

Public Transport Provision

Bus Network

5.19 The closest bus stops to the site are currently situated approximately 750m east (Hill Street) of the site via the A36. The bus stops contain a flagpole and a lay by and are serviced by the Salisbury Red X7 and X7R services. The frequency of these bus services is provided in **Table 3**.

Service	Route	Timetable	
		Monday – Friday	Saturday
Salisbury Reds X7	Salisbury – Alderbury – Whiteparish – Wellow or Romsey – Ower – Totton – Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32
Salisbury Reds X7R	Salisbury – Alderbury – Whiteparish – Wellow or Romsey – Ower – Totton – Southampton	Every 2 Hours 07:27 – 18:32	Every 2 Hours 08:24 – 18:32

Table 3: Bus Services

5.20 The X7 and X7R, whilst operating services every 2 hours, together provide an hourly service between Salisbury and Southampton. Typically, bus journeys into Totton, Southampton and Salisbury take 10, 25 and 60 minutes respectively.

5.21 Given that these services operate both before and after typical working hours (0900 – 1700), there is an opportunity to encourage bus travel as an alternative mode to staff/employees.

5.22 It should also be noted that as part of the Bloor Homes application (reference: 20/10997), a new set of bus stops (complete with shelters and road markings) are proposed circa 70m east of the new roundabout, thus reducing the distance between the proposed development site and bus stop provision. This is demonstrated on the drawing included in **Figure 5**.

Rail Network

5.23 The closest station is Totton, which is situated circa 4km from the site. Journeys to the station can be made via bicycle (15 minute journey) or via the X7 or X7R bus services which take approximately 11 minutes.

5.24 The station is operated by South-Western Railway and provides key services to London Waterloo, Southampton Central, Winchester, Bournemouth and Poole. The frequency of the services and the variety of destinations make travel by rail suitable for both commuter and leisure travel.

- 5.25 Totton station includes bike storage, Wi-Fi and ticket machines as key services. There are 24 bike storage spaces (with CCTV), comprised of 4 lockers and 20 cycle stands. The station has category B step-free access with level access to Platform 1 (for trains towards Southampton/London Waterloo) and no step-free access to Platform 2 (for trains towards Brockenhurst).

Summary of Accessibility

- 5.26 The location of the proposed employment site lends itself to the proposed type of development given its proximity to the local and strategic road network.
- 5.27 Whilst it is noted that the current accessibility of the site for non-motorised users is limited, a series of improvements are proposed through the Bloor Homes application (reference: 20/10997), as well as the proposed development enhancing walking and cycling provision, as discussed further later in this report.
- 5.28 Consideration must also be given to the fact that the site forms part of the wider SS1: North Totton allocation, which is anticipated to provide community facilities when the remaining parcels come forwards in addition, it is likely that potential future employees may live within the SS1 parcels, and as such, the accessibility of the site will be significantly better than existing.
- 5.29 It is also noted that HCC permitted the development of 280no. units on the northern side of Salisbury Road, which arguably would require more facilities and amenities in proximity to the development than the proposed commercial development would. We therefore encourage HCC to look favourably upon this scheme in relation to accessibility with all factors taken into consideration.

6. DEVELOPMENT PROPOSALS

Occupation Schedule

- 6.1 The proposed development seeks to provide 6 hectares (circa 22,000sqm) of commercial land. As aforementioned, an outline planning application is to be submitted (with all matters reserved except access). The outline application therefore includes the details of each unit.
- 6.2 It is proposed that each unit would comprise a B8 (Storage and Distribution) use class. The proposed occupation schedule is set out in **Table 4**, and demonstrated on the site layout included in **Appendix A**.

Unit Number	Commercial Floor Area	Ancillary Office Floor Area	Total Floor Area
1	1,888.2sqm	538.2 sqm	2,426.4 sqm
2	2,152.7 sqm	584.4 sqm	2,737.1 sqm
3	3,750.0 sqm	1,267.4 sqm	4,371.1 sqm
4	3,776.9 sqm	870.2 sqm	4,647.1 sqm
5	3,859.5 sqm	950.2 sqm	4,809.7 sqm
6	2,652.0 sqm	315.4 sqm	2,967.4 sqm

Table 4: Occupation Schedule

- 6.3 Through the pre-application submission, information was provided regarding the site comprising predominantly warehousing facilities (used for storage and distribution - B8 land use).

Unit 6 – Churchill Plant Yard

- 6.4 Whilst this application seeks outline consent, it should be noted that Unit 6 will comprise the relocated Churchill Plant Yard. The yard, whilst being significantly improved by way of design and space, will not generate any additional vehicle movements to what it currently does (this is further considered in **Section 7**). The plant yard will encompass storage space for Churchill’s vehicles, facilities for staff and a small number of staff parking spaces (15). This Unit is therefore considered for the purposes of the this TA as generating no net traffic demand relative to the existing yard.

Car Parking

- 6.5 The application seeks outline consent, and therefore the suitability of the parking provisions would be considered further to support Reserve Matter (RM) applications.

6.6 As demonstrated on the proposed site layout, the application would provide predominantly commercial floor space (B8 use class), with ancillary office areas provided within each unit. None-the-less, with consideration to the requirements set out within the NFDC Supplementary Planning Document (SPD) which was adopted in April 2022, the indicative provision in relation to each unit is summarised in **Table 5**.

Type	Recommended Car Parking Provision	Floor Area	Required Provision
Warehouse (Use Class B8)	1 space per 90sqm	22,000sqm	245

Table 5: Car Parking Standards and Indicative Provision (Outline Application)

6.7 **Table 5** demonstrates that circa 245 car parking spaces would be required to serve the proposed site. The indicative site layout included in **Appendix A** demonstrates a total of 232 parking spaces. As aforementioned, parking is a detail for a RM application and therefore no further justification is provided at this stage, but appropriate provision will be split across the individual units so as to ensure each unit meets its own parking demands.

6.8 In addition to the car parking, an appropriate provision of both motorbike/moped and disabled spaces will be provided. The provisions for such parking are one space per 25 car spaces and 5% of total parking spaces respectively. Again, this would be considered further to support RM applications.

6.9 The quantum of car parking for the site will be suitably considered at the RM stage. Given the location of the site in relation to the local and strategic networks, there is no opportunity for parking to cause obstruction to those routes and thus not have a severe impact on highway safety or operation in accordance with NPPF policy.

Electric Vehicle Charging

6.10 In line with Section 4 of Building Regulations Part S, the development will be provided with EV charging capabilities. The quantum of EV charging for the units will be considered through RM applications.

Cycle Parking

6.11 Again, whilst parking is not a consideration for outline consent, the standards for which the design would be based upon (and indicative parking provisions) are set out in **Table 6**.

Type	Cycle Standard (Minimum)		Floor Area	Required Provision	
	Long Stay	Short Stay		Long Stay	Short Stay
Warehouse (Use Class B8)	1 loop/hoop/stand per 500sqm GEA	1 loop/hoop/stand per 500sqm GEA	22,000sqm	45	45

Table 6: Cycle Parking Standards and Provision

6.12 The indicative site layout included in **Appendix A** demonstrates cycle shelters in the vicinity of each individual unit. At present, this suggests a total of circa 60no. cycle spaces across the site. Further consideration to the requirements (and provision) will be applied at the RM stage and informed by end user requirements.

7. TRIP GENERATION AND TRAFFIC DISTRIBUTION

7.1 This section of the report identifies the likely impact of the proposed development on the operation of the local road network.

Existing Vehicle Movements

7.2 The site currently comprises predominantly greenfield land. Whilst there is an existing car dealer on site, the quantum of vehicle trips this generates is unknown and therefore, for robustness, has been considered 0 on the local road network.

Proposed Vehicle Movements

Churchill Yard

7.3 As a result of the wider allocation, the Churchill Retirement plant yard currently located to the east of the commercial allocation (within the Brookes Hill Industrial Estate), will be relocated to the new commercial land. Therefore, the vehicle movements associated with the existing yard have been obtained from the client. This information is set out within **Table 7**.

Staff	Hours	AM Vehicle Movements (0800 – 0900)		PM Vehicle Movements (1700 – 1800)		Total Movements
		Arrivals	Departures	Arrivals	Departures	
3 x Office Staff	0900 – 1700	3	-	-	3	6
2 x Vehicle Drivers	0700 – 1630	-	2	-	-	8
Total	-	3	2	0	3	14

Table 7: Existing Vehicle Movements Generated by Churchill Yard

7.4 **Table 7** demonstrates that the existing Churchill Yard is anticipated to generate 5 vehicle movements in the AM peak period, 3 vehicle movements in the PM peak period and a minimum of 14 vehicle movements across a 12 hour day.

7.5 It should be noted that for the 'Vehicle Staff', a total of 8 vehicle movements are anticipated, of which only two are likely to occur in the peak period. This is due to the shift starting prior to the AM peak and finishing before the PM peak, but journeys in the work vehicles are understood to take place between 0800 – 1600. In addition, a number of adhoc vehicle movements are understood to occur (relating to when cranes need moving and deliveries are received).

7.6 Whilst this application seeks to provide a new Plant yard for Churchill, which would result in a better and newer facility, information obtained from the client has indicated that the vehicle movements are anticipated to remain as existing. As such, there is no net change in vehicle movements associated with this part of the site, it would solely be the reduction of 14 vehicle movements from the A36 Salisbury Road (westbound) arm onto the new access. The impact of this on the operation of the new junction is assessed later in this report.

7.7 Through the pre-application, the proposed vehicle movements were set out for discussion and agreement with HCC. Within the initial pre-application, a TRICS assessment was undertaken for 5 hectares of 'Industrial Estate' land. Comments received from HCC through the pre-application (dated 26th September 2022) stated:

'It has been noted that trip rates have been obtained based on the assumption that the entire site is to be developed into an Industrial Estate. A pre-application assessment should ideally reflect what is proposed to be delivered; however, if the applicant is unsure of what is to be delivered at this stage, the worst-case scenario does need to be considered. For example, if any future permission allows 100% office to be implemented, it would be remiss of the HA to not to consider that eventuality. If the breakdown of land use is uncertain when the planning application is submitted, the worst-case scenario should be assessed in the TA.'

7.8 The assessment was then revised to better reflect the proposals once a masterplan had been made available. This identified that the site was anticipated to be predominantly warehousing facilities (used for storage and distribution – 24,673sqm) and ancillary office space (2,685sqm). The resultant trip rates and generation sent back to HCC through pre-application discussions are set out below in **Table 8**.

TRICS (v. 7.9.1)	AM Peak Period		PM Peak Period		Total Daily Movements (12 hour)
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per 100sqm GFA	0.115	0.078	0.088	0.123	3.187
Trip Generation (27,340sqm)	31	21	24	34	871

Table 8: Highways Technical Note Trip Generation Assessment

7.9 The second highway response received from HCC in regard to the submitted TRICS assessment stated:

'The TRICS outputs show that the above trip rates were based on the generic B8 Warehousing (commercial) land-use. The HA considers these do not represent the worst case in terms of movements i.e., a parcel distribution centre. Therefore, these trip rates are not acceptable unless the use of the site can be restricted to exclude the use of parcel distribution centre through planning.'

The applicant needs to confirm this when planning application is formally submitted or to provide trip rates for parcel distribution centre. This should include either further interrogation of the TRICS database, or traffic survey information from another parcel distribution centre that shares similar characteristics to the proposed development’.

7.10 The evolution of the scheme since the submission of both the Pre-application Scoping Note and Highways Note further allows the reassessment of the TRICS database to determine the likely vehicle movements generated by the proposed development. The proposed site layout included in **Appendix A** demonstrates that the site (which is circa 22,000sqm), is anticipated provide B8 land uses. The proposed occupation schedule has been set out within **Table 4** in **Section 6**.

7.11 With consideration to the above, and taking on board HCC comments made within both responses, the parameters used to ascertain the trip rates (excluding Churchills plant yard) to support this TA are summarised below:

- TRICS v. 7.10.3 database
- Employment – Warehousing (Commercial)
- Sites in England and Wales (Excluding Greater London)
- 190 – 80,100sqm GFA
- Weekday Surveys only
- Suburban and Edge of Town Locations – Industrial zone sub location

7.12 The sites surveyed to generate the warehousing- commercial trip rates are representative of the type of facility anticipated to be on-site through this application. Our client is not averse to restricting parcel distribution, given that logistics/distribution centres are included within the assessed use. One survey has been discounted from the results given that it was undertaken during the COVID period.

7.13 As aforementioned, Unit 6 is to be occupied by Churchill’s plant yard. As such, the existing traffic movements associated with this unit have already been calculated, and subsequently the floor area removed from the following assessment to avoid double counting. The resultant trip rates and subsequent trip generation is provided in **Table 9**, with the full outputs included in **Appendix G**.

TRICS (v.7.10.3)	AM Peak Period		PM Peak Period		Total Daily Movements (12 hour)
	Arrivals	Departures	Arrivals	Departures	
Units 1, 2, 3, 4 and 5 (Warehousing – Commercial)					
Trip Rate (per 100sqm GFA)	0.087	0.074	0.087	0.097	2.891
Trip Generation (19,079.7sqm)	17	14	17	19	552

Table 9: Proposed Units 1 – 5 TRICS Assessment

7.14 **Table 9** demonstrates that Units 1 - 5 would be anticipated to generate 31 vehicle trips in the AM peak period, 36 vehicle trips in the PM peak period and 552 vehicle trips across a 12-hour period.

7.15 The total trip generation anticipated to be generated by the site is provided below in **Table 10**.

	AM Peak Period		PM Peak Period		Total Daily Movements (12 hour)
	Arrivals	Departures	Arrivals	Departures	
Units 1 – 5 Trip Generation	17	14	17	19	552
Unit 6 – Churchill Trip Generation	3	2	0	3	14
Total Trip Generation	20	16	17	22	566

Table 10: Total Site Trip Generation

7.16 **Table 10** suggests that the site would be anticipated to generate 36 vehicle trips in the AM peak period, 39 vehicle trips in the PM peak period and 566 vehicle trips across a 12-hour period. The figures presented in **Table 10** demonstrate a reduction compared to those submitted through the highways note. Further assessment of the impact of such proposals on the operation of the local and strategic road network has been undertaken later in the report.

Trip Distribution

7.17 Whilst the 2021 Census Data has been released since the submission of the pre-application and highways note, the most applicable dataset for calculating the trip distribution remains the 2011 'Travel to Work' Census Data.

- 7.18 Having estimated the number of vehicular trips to be generated by the site, traffic distribution diagrams have been created using the 2011 'Travel to Work' Census Data for New Forest 006 (where the site is located). Dataset WF01BEW has been assessed to understand the destinations people live in relation to the proposed site and determine the likely routes they would take to travel to work.
- 7.19 The main locations where people live and the percentage of residents that commute to destinations within New Forest 006, along with the most likely route used, for locations with more than 2% of trips has been shown in **Table 11**, with the full data included in **Appendix H**.

Destination	Percentage	Left or Right from Site Access	Route Taken
Southampton	20%	Right	100% A36 (EB)
Eastleigh	7%	Left	100% A326 (NB)
New Forest 003: Calmore Industrial Estate	6%	Right	100% A36 (EB)
New Forest 005: Rushington	6%	Right	50% A326 (SB), 50% A36 (EB)
Test Valley	6%	Left	100% A36 (WB)
New Forest 006: Bartley	6%	Right	100% A326 (SB)
New Forest 002: Calmore	5%	Right	100% A36 (EB)
New Forest 004: Totton Central	4%	Right	50% A326 (SB), 50% A36 (EB)
New Forest 008: Marchwood	3%	Right	100% A326 (SB)
Fareham	3%	Left	100% A326 (NB)
New Forest 007: Minstead	2%	Left	100% A326 (NB)
Wiltshire	2%	Left	100% A36 (WB)
New Forest 014: Fawley	2%	Right	100% A326 (SB)
New Forest 011: Dibden Purlieu	2%	Right	100% A326 (SB)
Winchester	2%	Left	100% A326 (NB)
Bournemouth	2%	Left	100% A326 (NB)
New Forest 009: Hythe	2%	Right	100% A326 (SB)
Portsmouth	2%	Left	100% A326 (NB)
Other	5%	4% Left, 1% Right	1% A36 (WB), 3% A326 (NB), 1% A326 (SB)

Table 11: Distribution Data

- 7.20 **Table 11** demonstrates that most trips are expected to be by residents who live within Southampton (20%), with commuters from Eastleigh, Calmore, Rushington and Test Valley district also representing large proportions. The information presented in **Table 11** has been summarised by route assignment within **Table 12**.

Site Access	Percentage	Route	Percentage
Left	39%	A36 (WB)	10%
		A326 (NB)	29%
Right	61%	A36 (EB)	37%
		A326 (SB)	24%

Table 12: Route Assignment

7.21 **Table 12** demonstrates that 39% of development traffic is anticipated to turn left out of the site and utilise either the A36 (WB) or the A326 (NB), whilst the remaining 61% of development traffic is anticipated to turn right out of the site and utilise either the A36 (EB) or the A326 (SB).

7.22 Given the arrangement of the local road network and the presence of both on and off-slip junctions, for arrivals to the site, the route distribution is slightly different to that for departures. The traffic identified to utilise either the A36 (WB) or A36 (EB) will depart and arrive to the site utilising these roads.

7.23 However, for the 24% of traffic identified to utilise the A326 (SB), these will route back into the site via the A326 (NB) off-slip and subsequently turn right into the site. For the 29% of traffic identified to utilise the A326 (NB) on-slip, these would route back to the site via the A326 (SB) off-slip. This would therefore result in 66% of arrivals turning left into the site, with the remaining 34% turning right into the site. The distribution of traffic is shown within **Figures 7 - 9** and diagrammatically within **Appendix I**.

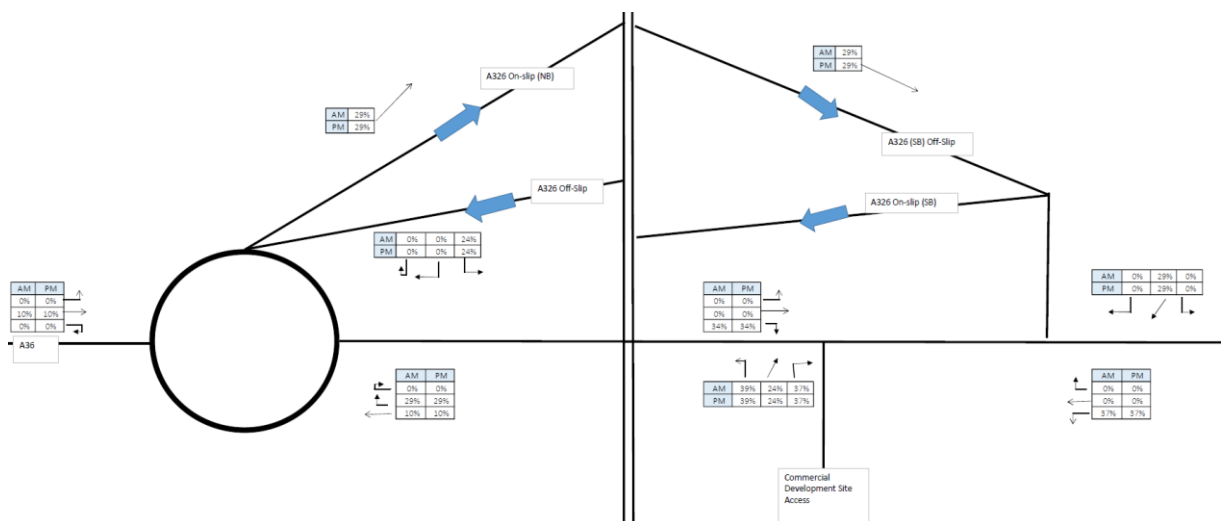


Figure 7: Commercial Development Distributions (Site Access)

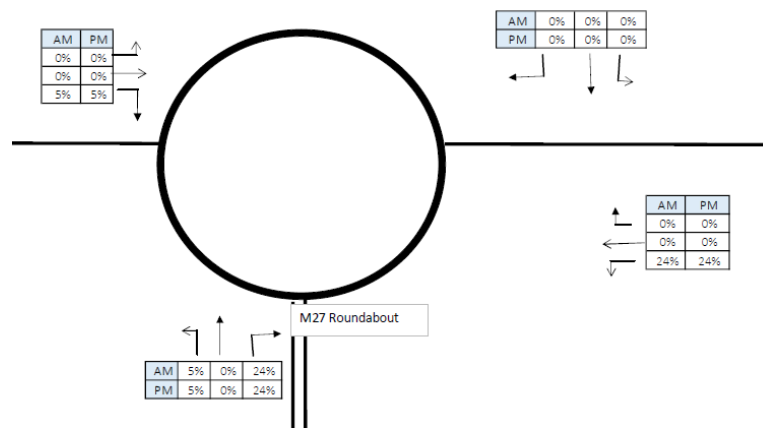


Figure 8: Commercial Development Distributions (M27 Roundabout)

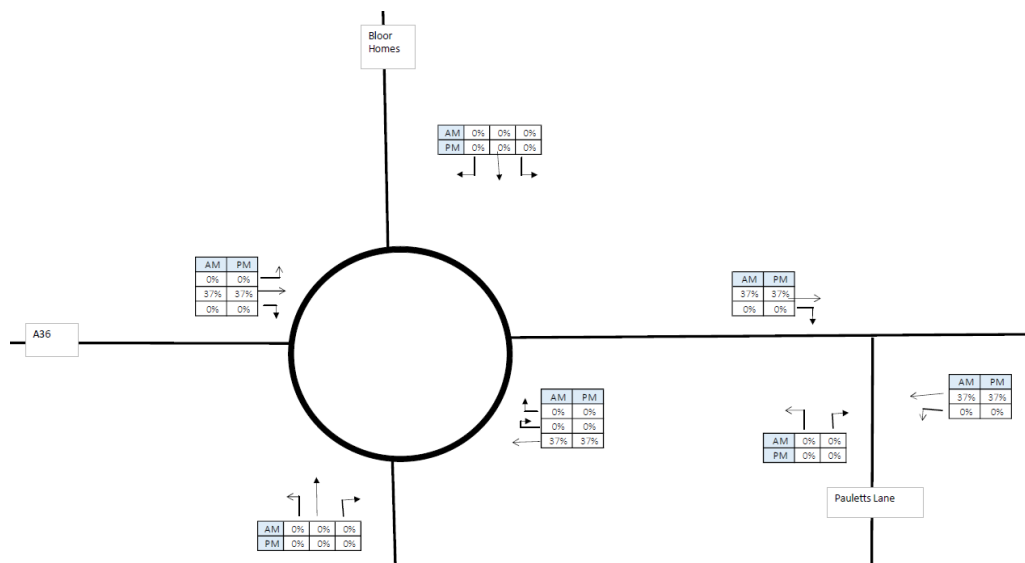


Figure 9: Commercial Development Distributions (Paulett's Lane)

7.24 The distributions calculated for the site are similar to those submitted as part of the Bloor Homes application (reference: 20/10997) for which it was identified that 65% of vehicle traffic would travel westbound along the A36, whilst the remaining 35% would travel along the A36 eastbound towards Totton.

7.25 The proposed trip distribution was considered acceptable in principle by HCC highways through the pre-application submission. Further comments were made however in regard to:

- *Assignment methodology is broadly acceptable. However, when the residential developments on land to the south of Salisbury Road come forward and the new link road between the A36 and the north of Loperwood is completed, the proposed new link road will attract additional traffic resulting in re-distribution of the vehicle traffic at the signal junction. Therefore, the applicant should test the effects of the completion of the link road on the junction capacity.*

- *Trip Assignment and the subsequent traffic assessment should take account of the volume and impact of vehicles routing via Pauletts Lane to reach the main site access on the A36 prior to completion of the link road.*

7.26 Whilst the above comments are noted, it is not anticipated that the link road will be provided through the commercial development. This was discussed during the pre-application meeting in January 2023, and agreed in principle between HCC and NFDC that the better option would be for the link road to route via the residential parcels on the south of the A36, as opposed to through a large commercial scheme.

7.27 In addition, in the junction capacity assessments undertaken by Bloor Homes (application reference: 20/10997) the remainder of the residential part of the allocation (700 dwellings) were routed as approaching a proposed junction (at the A326 off-slip/A36/site access location) via the southern arm of the new Bloor Homes roundabout, and subsequently utilising the A36 (westbound). It is therefore not considered that any re-distribution of traffic would need to be modelled/assessed as there would be no other option than to approach via this arm.

7.28 Regarding additional vehicles utilising Pauletts Lane, no further assessment has been undertaken, given that, whilst Pauletts Lane does provide a shorter journey between Calmore and the A36, the characteristics of the route are such that it is not a clear and obvious rat-run route. This is due to the narrow carriageway widths (circa 4m in width), no street lighting and a 30mph speed limit.

8. ACCESS ARRANGEMENTS

- 8.1 To determine the optimal type of junction required to serve the proposed development, consideration has been given to existing junction designs, the topography of the local area, the anticipated vehicle flows and the wider North Totton allocation.
- 8.2 The proximity of the proposed site in regard to the existing A36/A326 (off-slip) junction has been considered, as well as the likely end users of the proposed development being commercial units (and subsequently large HGV movements). There are also physical constraints in the locale, specifically on the northern side of the A36 (opposite the proposed site) and to the west of the proposed site in the form of the bridge across the A326.
- 8.3 As aforementioned, the Bloor Homes application (application reference: 20/10997) assessed the capacity of the existing junction and identified that the A326 (SB) off-slip and the A36 right turn movements onto the A326 (SB) on-slip arms were approaching/exceeding capacity when consideration was given to the North Totton allocation. As such, it was suggested that a mitigation scheme at the junction could be provided in the form of signalling the junction.
- 8.4 The Bloor Homes application assessed the operation of the existing junction for the 2036 future year (end of Local Plan period) as well as accounting for the North Totton housing allocation for 1,000 dwellings. As confirmed by HCC during the pre-application stage for the proposed development, the modelling assessment failed to consider the 5 hectares allocated for employment use as part of SS1. The junction design and subsequent assessment carried out in this section therefore includes the additional land identified for employment uses.

Junction Design

- 8.5 Whilst a signalised junction mitigation scheme was suggested by Bloor Homes through their application, no design works were undertaken. Through the pre-application and subsequent works for the proposed development site, an unsignalised staggered junction was assessed to consider if this was a suitable alternative option, but has been ruled out at this stage as difficult to deliver without a number of DMRB departures from standard. A summary of the constraints is provided below:
- Proposed site access would need to move west by circa 65m to achieve a DMRB standard stagger; resulting in the western radius kerb being too close to the bridge over the A326:
and
 - Eastbound approach to site access can't be widened sufficiently.

- 8.6 A signalised junction has therefore been identified as the most suitable junction to serve the wider allocation as well as creating a new access to serve the employment development land.
- 8.7 The signalised junction has been designed in a way that it accords with CD 123 junction design guidance. The junction arrangement has largely been based around the existing junction arrangement, with two-lane approaches provided for the A36 (WB) arm and a two-lane approach for the A326 off-slip arm. The A36 (EB) arm has been retained as a one lane approach for the most part, but with storage space for three PCUs in front of the stop line within a right turn lane. The new access proposed to serve the employment land has also been designed as a two-way approach, with a shorter lane for left turners only and a longer lane for those wishing to travel straight on (A326 SB on slip) and right (towards Totton).
- 8.8 For each arm of the junction, the geometries have been designed at a minimum 3.5m width to aid the movement of HGVs that were observed (and recorded) as utilising this route frequently. To accommodate the required lane lengths and widths, a minor amount of road widening has been proposed, specifically on the A326 off-slip arm and the A36 arms of the junction.
- 8.9 It should also be noted that as part of the junction design works, the existing access to the land and Churchill Yard has been considered and would be stopped up and incorporated into the wider residential allocation at a later date.
- 8.10 **Appendix J** includes both the general arrangement layout for the proposed access junction and tracking for large vehicles through the junction.

Pre-application Access Comments

- 8.11 The pre-application comments received in September 2022 identified a number of points that needed to be addressed/considered through the application stage (as denoted by italics below). These were then considered within the Technical Note submitted in January, and further HCC comments received in July 2023. For ease, these are summarised below, along with commentary.
- *Carriageway widening for left hand turn on to Salisbury Road from A326 slip road appears to affect some existing highway trees/planting. CAVAT is likely to be required. This also applies to the existing trees/vegetation within the intervisibility zone on southern side of the A36 shown on the drawing.* Paul Basham comment – Noted and will likely be considered at the detailed design stage or through an arboriculture report to support an application. HCC comment – Agreed. This will be considered through the detailed design.
 - *For the proposed access road, vertical alignment data (levels and dimensions) has not been provided to comment on. Additional dimensions are also required for horizontal geometry to be determined, i.e. junction tapers, to fully provide comments. Visibility splays have not been plotted.*

Visibility splays needs to be shown to identify areas to be dedicated as highway. Paul Basham comment – All visibility splays have been shown on the design to signals and intervisibility considered where appropriate. Vertical data will be considered for an application or detailed design stage, but the vertical alignment of the A36 is not proposed to be amended as a result of the introduction of the fourth arm to the junction. HCC comment – Agreed. A vertical visibility assessment will be prepared to support the detailed design stage.

- *Vehicle approach speeds have not been mentioned in the report. At this pre-app stage 85th percentile vehicle speed data is required for all existing approaches (taken at the appropriate distance from the signal junction) to inform safety aspects of the signal design/operation. Where forward visibility is not achievable to CD109 and HCC TG3 guidance requirement, Departures from Standard will be required to justify the proposals.* Paul Basham comment – Automated Traffic Counts surveys will be undertaken prior to the submission of an application. However, consideration would need to be given that the characteristics of the road network are due to change through the wider allocation and HCC confirming that the posted speed limit along the A36 in this area is likely to reduce to 40mph. HCC comment – Although there is a plan to reduce the speed limit from 50mph to 40mph, this has not been progressed and there is no guarantee it would reduce the measured speed. Therefore, the design must be based on the recorded speed. ATC surveys have since been undertaken (with the results presented in **Section 4** of this report. Therefore, the design of the signalised junction (included in **Appendix J**) has been revised to reflect these recorded speeds.
- *Vehicle tracking for a car and articulated vehicle around proposed signalised junction appears acceptable, however the developer/designer should check swept paths for all possible movements/turns on the proposed junction using the correct vehicles at appropriate speeds (min. 15mph).* Paul Basham comment – All vehicle tracking has been undertaken with a 20mph design speed, apart from the right turn manoeuvre into the site which is demonstrated at 15mph. HCC comment – Agreed. The tracking drawing is included in **Appendix J**.
- *A Combined Stage 1/2 Road Safety Audit should be carried out prior to submission of a planning application.* Paul Basham comment – Noted and as a minimum a Stage 1 Road Safety Audit will be included to support an application. HCC comment – Agreed. A Stage 1 Road Safety Audit has been undertaken and is discussed later within this section.
- *Existing / proposed speed limit of road, design speed, characteristic speed of traffic and traffic accident data for the overall proposal site area needs to be confirmed.* Paul Basham comment – Noted and will be incorporated into any application documents. HCC comment – Agreed. This TA has detailed the existing network and infrastructure in the area, as well as assessed the accident

data. Speed surveys have also been obtained to inform the design of the access and associated visibility requirements.

- *Existing /proposed signs and road markings to be provided as part of the general arrangement plans. Resurfacing at the junction to be considered where lane widths and road markings are altered. Paul Basham comment – Noted and where appropriate will be included for an application. Any additional would be considered at the detailed design stage. HCC comment – Agreed.* The general arrangement drawing is included in **Appendix J** which includes for the anticipated road markings, but signage would be considered through the detailed design stage.
- *At the A36 eastern stop line, the signals and centre island should be located further west, closer to the centre of the junction, to make the junction layout more compact. Paul Basham comment – The design has been prepared to ensure all tracking and storage of vehicles is achievable, and therefore stop lines are in their optimal locations. If through the process, the recorded vehicle speeds are considerably lower, then amendments can be made, but at present, the design is the worst-case anticipated. HCC comment – Agreed.* As aforementioned, ATC surveys have been obtained and the 85thile speeds used to inform the revised junction design. The general arrangement drawing is included in **Appendix J**, with the visibility splays shown on the drawing.
- *The drawings show the three existing arms to have “achievable” forward visibility. However, there is concern whether the necessary forward visibility can be achieved. These concerns are described below.*
 - *The A326 off-slip approach shows the forward visibility cutting across the northbound carriageway. High sided vehicles travelling north (and possibly larger cars) will block visibility to the nearside primary signal. Paul Basham comment – Noted – again, the design demonstrates a worst-case in terms of design speed and associated geometries, and therefore with recorded speeds, the design can be altered. HCC comment – Please explain how the design will be altered to accommodate the lack of, or obstructed SSD.* The recorded vehicle speeds are significantly lower than the posted speed limit on the off slip given that vehicles are approaching a junction. It is therefore considered that the necessary visibility is achievable, and the characteristics of the carriageway will only be enhanced with new advisory signage for the junction improvements.

8.12 It should be noted, in response to a comment made within the September 2022 pre-application response, that there are no proposals for the proposed development to utilise the new roundabout (that is being constructed as part of the Bloor Homes application) as an interim access, before the signalised junction is completed.

Road Safety Audit

- 8.13 As required, a Stage 1 Road Safety Audit (RSA) has been undertaken by an independent consultant to determine the suitability of the proposed arrangements. The audit was undertaken on 30th November 2023.
- 8.14 The audit identified several considerations on the design of the junction, of which a number are to be considered further through the detailed design stage. Some comments have been noted and addressed as part of the Designers Response, specifically where these have been made in relation to requiring speed surveys (for which the results have been obtained through the process).
- 8.15 The full audit and the Designers Response (DR) are included in **Appendix K**.

Internal Road Layout

- 8.16 This application seeks to obtain full planning consent for the spine road that traverses through the site. The spine road is to be built to adoptable standards (with a width of circa 7.3m throughout), suitable in accommodating HGVs. A swept path analysis has been undertaken for the spine road, which demonstrates that two articulated vehicles can pass simultaneously for the most part. The bend outside Unit 5 cannot accommodate two articulated vehicle movements, but forward visibility is sufficient that vehicles can see one another and manoeuvre appropriately. This is included in **Appendix L**.
- 8.17 Internal accesses are proposed to serve each unit, which would be provided in the form of either vehicle crossover or bellmouth arrangements. It is also anticipated that each access is to harbour (underground) the EV facilities and utilities that would enable the units to be fully serviced. Assessments have therefore been made for each proposed internal unit access to ensure that they can be safely accessed for vehicles, as well as ensuring suitable visibility is provided. Swept path analysis drawings for each unit (for both cars and articulated vehicles) has been undertaken and is included in **Appendix M**.
- 8.18 Further internal vehicle tracking (specifically for car parking courts) would be undertaken as part of RM applications.

Visibility

- 8.19 In accordance with MfS design guidance, all bends or internal junctions within the site boundary would be designed to achieve the required inter-visibility for vehicles travelling at 20mph. Any planting provided within the visibility envelope would be maintained to below 600mm in height.

8.20 Whilst the application seeks outline consent with all matters reserved apart from access, visibility for the proposed units onto the spine road has been considered and is included in **Appendix N**.

Refuse and Servicing

8.21 Servicing would take place internally within the site boundary to reduce the impact on the local road network. It is envisaged that kerbside collection would be undertaken for the units and the layout has been designed to ensure that refuse vehicles can get within 10m of bin stores. Given that the application seeks outline consent, this will be considered in greater detail through RM applications.

8.22 Fire tender vehicles will be able to get within appropriate Building Regs distances from all parts of the buildings. Again, this will be assessed further as part of RM applications.

Pedestrian Access

8.23 The highway comments received through the pre-application submission state that '*A pedestrian and cycle route should be provided along the A36 to link to the proposed pedestrian and cycle infrastructure being provided by the developer of the parcel of SS1 north of the A36 (Bloor Homes)*'.

8.24 A 3.5m wide shared footway/cycleway will flank the eastern side of Unit 3 internally before continuing along the southern side of the A36 (in the form of a 3m wide shared footway/cycleway with 0.5m buffer). This footway will then tie into the footway proposed at the Bloor Homes roundabout, as demonstrated on the general arrangement drawing included in **Appendix J**. The 0.5m buffer is provided for the footway/cycleway to further enhance the infrastructure and to ensure that the proposals appease the highway officers and conform to LTN 1/20 guidance.

8.25 No pedestrian/cycle provision is proposed to the west of the site access given the lack of existing infrastructure in this area, and that there are no facilities or amenities within realistic walking distance to the west.

8.26 Internally, the shared footway/cycleway would tie into the footways which flank the main spine road. A dropped kerb crossing is proposed on the main spine road between Units 1 and 3, to facilitate the movement of pedestrians in this location. A pedestrian visibility splay has been provided for this crossing, which demonstrates 1.5m x 25m (to/from the north) and to 18m (to the tangent of the junction) to the south. This is shown on the drawing included in **Appendix N**.

8.27 The forward visibility splays demonstrated in **Appendix L** also show that vehicles travelling north can suitably see the crossing.

9. JUNCTION MODELLING – SCOPE

- 9.1 To identify the highway impact of the development proposals, junction capacity analysis has been undertaken at a number of key local junctions.
- 9.2 The Bloor Homes application (reference: 20/10997) assessed the network for their development and the remainder of the residential allocation but did not include for the 5 hectares of commercial land. As such, it was proposed that the traffic flows utilised within their TA were to be used as the baseline for this capacity assessment, with the additional commercial flows assessed on top. However, through the pre-application discussions with HCC, it was determined that the opening year of the proposed development should be assessed, along with the addition of local committed developments. The 2036 future year scenario should then include for the rest of the allocation.
- 9.3 For the purposes of this assessment, the 2025 baseline + Bloor Homes development flows have been extracted from the TA and will form the 'opening year' baseline for this proposed commercial development.

Traffic Surveys

- 9.4 Whilst traffic surveys were undertaken along Salisbury Road and the A326 off-slip, these were undertaken in August 2023 (as agreed with HCC highway officers) and therefore have been used to inform vehicle speeds in the locale only.
- 9.5 The traffic flows for the purposes of junction capacity assessments have been/will be extracted from the Bloor Homes application to ensure a comparable assessment can be made with their results.

TEMPRO

- 9.6 When appropriate, the TEMPRO growth rates included within the Bloor Homes TA have been used. These growth rates are therefore in line with the North Totton SS1 allocation.

Committed Developments

- 9.7 Through the pre-application discussions undertaken with HCC, several developments have been identified as needing assessment as 'committed development'. Those identified by HCC are summarised below:
- Land North of Loperwood Lane 19/10703 and 15/11797 for 80 dwellings
 - Land north of Salisbury Road, Calmore 20/10997 for 280 dwellings
 - Land north of Cooks Lane 22/10219 for 196 dwellings
 - Land west of Hill Street 22/10854 for 60 dwellings
 - Remaining land parcels of SS1

- 9.8 A review of each of the committed developments has been undertaken to ascertain whether they are already included within the 2025 capacity assessment, or whether the associated traffic flows need to be considered.

Land North of Loperwood Lane (19/10703 and 15/11797) for 80 dwellings

- 9.9 An application was submitted in June 2019 for 80 dwellings, which was subsequently approved in October 2020. The associated traffic flows have been obtained from the TA prepared by David Tucker Associates and added to the network accordingly within the 'Committed Development' flows in **Appendix I**.

Land north of Salisbury Road, Calmore (20/10997) for 280 dwellings

- 9.10 An outline application was submitted in September 2020 and approved in January 2023 for up to 280 dwellings. A RM application was then submitted in April 2023 for 271 dwellings. The associated traffic flows have been extracted from the TA prepared by Abley Letchford Partnership and included within the committed development assessment within this report.

- 9.11 A contribution of £350,000 has also been identified to be secured for improvements to the A36 in the vicinity of Pauletts Lane.

Land north of Cooks Lane (22/10219) for 196 dwellings

- 9.12 An application was submitted in February 2022 for up to 196 dwellings. The application is yet to be determined but has been considered as committed development regardless.

- 9.13 A Transport Assessment was prepared by Vectos which distributed the vehicular traffic onto the local and strategic road network. These flows (which assessed up to 220 dwellings) are included within the 'Committed Development' flows included in **Appendix I**.

- 9.14 A contribution of £274,000 has also been identified to be secured for improvements to the A36/A326 junction as a result of this development.

Land west of Hill Street (22/10854) for 60 dwellings

- 9.15 An application was submitted in July 2022 for 60no. dwellings at land west of Hill Street. The application was granted approval in November 2023. The traffic flows associated with the development have been obtained from the TA and included within the committed development assessment within this report.

- 9.16 A contribution of £90,000 has also been identified to be secured for improvements to the A36/A326 junction as a result of this development.

Remaining land parcels of SS1

- 9.17 The developments identified and included within the Committed Development assessment equate to some 640no. dwellings. As such, the remainder of the SS1 allocation is circa 360 dwellings. The flows for the 700no. dwellings that Bloor Homes provided have therefore been halved to determine the traffic flows associated with 350 dwellings.
- 9.18 Given that the outline application for Land north of Salisbury Road and Land north of Cooks Lane both provided traffic flows for a higher number of units than are now being built, the assessment largely evens itself out (with the committed development assessment including circa 33 extra homes).

Scope of Junction Assessment

- 9.19 The spatial scope of the assessment required to support the development was informed by the distribution of vehicular trips on the highway network and was agreed through pre-application discussions with HCC. The following junctions were identified as requiring assessment:
- Site access;
 - A36/A326 Northbound slip roads
 - M27 Junction 2
 - A36/Pauletts Lane
 - A36 Salisbury Road/Calmore Drive/Brunel Road Roundabout and
 - Cooks Lane/Pauletts Lane/Loperwood/Calmore Road Crossroads
- 9.20 The location of the junctions in relation to the site access is demonstrated in **Figure 10**.

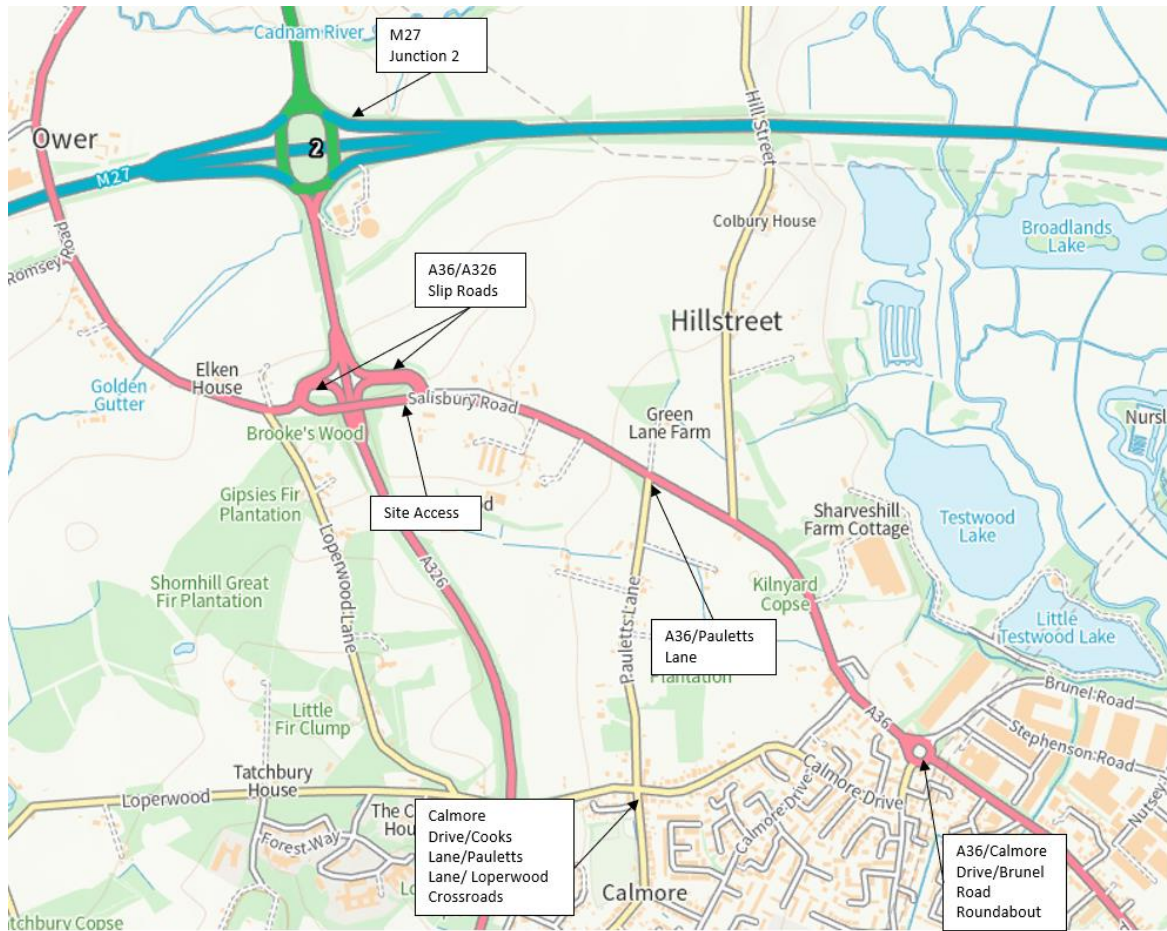


Figure 10: Location of Local Junctions Requiring Assessment

10. JUNCTION MODELLING – RESULTS

10.1 Several junction capacity models have been undertaken in this section to assess the development's impact upon the operation of local junctions.

Junction Software

10.2 To determine the capacity of the junctions, both Junctions 9 and LinSig modelling software has been used.

10.3 LinSig software is the industry standard method for assessing the capacity of signalised junctions and has therefore been used to assess the site access. LinSig provides a Degree of Saturation (DoS) value, which identifies the percentage of the junction's total capacity that is in use. DoS values exceeding 90% indicate that the junction is close to operating over capacity, and junction improvements or changes to the signal timings should be considered, whilst DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles will be able to clear the junction within one signal cycle. LinSig software also outputs vehicle delay and queue values to provide indicative details on the operational performance of the junction.

10.4 Junctions 9 software has been used to assess the capacity of T-junctions or roundabouts. The results are provided with an RFC value, for which anything over 0.85 signifies the junction is approaching theoretical capacity and mitigation measures should be explored, whilst values over 1.0 signify the junction operating over capacity.

Junction Capacity Results

Site Access

10.5 As aforementioned, the proposed development would be accessed via a new signalised junction, which largely utilises the existing layout of the A36/A326 on/off-slip junction. The site will be provided with its own arm, thus creating a four-arm signalised junction (details of the junction as shown in **Appendix J**).

10.6 To ensure the proposed site access has sufficient capacity to accommodate the development traffic, in addition to the wider North Totton residential allocation, a LinSig capacity modelling has been undertaken for the following scenarios:

- 2025 Opening Year + Committed Development + Proposed Development
- 2036 Future Year + Committed Development + Proposed Development
- 2036 Future Year + Committed Development + Proposed Development + SS1 Remainder

10.7 For ease, a summary of the model set up is provided below:

- 120 cycle time
- Two phases on the A326 off-slip (with a dedicated left turn lane and the second for straight on and right turn manoeuvres)
- Two phases for the A36 (WB) (with dedicated right turn lane and the second for straight on and left turn manoeuvres)
- Two phases for the site access arm (with a dedicated left turn lane and the second for straight on and right turn manoeuvres)
- One phase for the A36 (EB) arm (which enables all manoeuvres) and storage for 2 vehicles in front of the stop line
- A five-stage operation for the traffic lights

10.8 The design of the junction and the staging of such has taken into consideration the comments raised by HCC at the pre-application stage. Specifically, this relates to the following from the comments dated 11th July 2023:

- *The A36 westbound right turn movement towards the A326 is shown as a full green phase with traffic waiting for gaps across the opposing eastbound traffic. Given visibility issues and the high speed of A36 eastbound vehicles, the right turn and opposing eastbound movements would need to be fully signal controlled with the right turn and opposing eastbound movements running separately.*

10.9 The phasing and staging of the junction have been amended to ensure that there is time for right turning vehicles onto the A326 on-slip is provided (Stage 3). It should also be noted that the speed surveys in this location indicated vehicle speeds considerably slower than the posted 60mph limit (as demonstrated in Section 4) and therefore visibility and 'high speeds' are better than HCC anticipated.

- *The A36 eastbound right turn into the Employment site is shown and modelled as a give way movement. The A36 has a derestricted speed limit and that a proportion of vehicles are likely to be slower moving HGVS. Therefore, this right turn movement should have its own dedicated lane which should be fully signal controlled.*

10.10 The phasing and staging of the junction have been amended to ensure that there is time for right turning vehicles to enter the site prior once the westbound traffic has been stopped. Given that there is insufficient width to give the right turn manoeuvre its own fully dedicated lane, the signal timings have been manipulated to ensure 10 seconds of green time is given in this regard, which should be sufficient to enable the storage in the right turn lane to clear.

10.11 It should also be noted that whilst HCC's comment with regards to intergreens missing from the table is not something that we necessarily agree needed to be provided (with an intergreen only required when one stage stops and the next starts and as such only the associated phases needed the intergreens), all intergreens have now been included with a minimum of 7 seconds.

10.12 The results of the junction model for the three scenarios are summarised in **Table 13**, with the full modelling outputs contained in **Appendix O**.

Arm	AM Peak Period			PM Peak Period		
	DoS	Queue (PCU)	Delay (seconds)	DoS	Queue (PCU)	Delay (seconds)
2025 Opening Year + Committed Development + Proposed Development						
A326 (SB) Off-slip	55.5%	11.3	32.4	81.1%	20.6	41.8
A36 East (WB)	72.9%	15.0	21.5	56.8%	10.7	17.1
Site Access	7.6%	0.4	62.0	9.9%	0.5	62.2
A36 West (EB)	58.6%	9.9	45.1	81.3%	16.1	56.2
2036 Future Year + Committed Development + Proposed Development						
A326 (SB) Off-slip	57.7%	11.9	32.9	84.2%	22.1	44.3
A36 East (WB)	75.5%	17.7	22.7	59.1%	11.4	17.5
Site Access	7.6%	0.4	62.0	9.9%	0.5	62.2
A36 West (EB)	61.1%	10.5	45.9	84.7%	17.3	60.0
2036 Future Year + Committed Development + Proposed Development + Remainder of SS1 Allocation						
A326 (SB) Off-slip	60.9%	12.9	33.5	89.4%	26.3	49.3
A36 East (WB)	83.2%	21.7	27.3	62.8%	12.3	18.4
Site Access	7.6%	0.4	62.0	9.9%	0.5	62.2
A36 West (EB)	62.4%	10.7	46.3	93.4%	21.4	81.9

Table 13: Site Access Modelling

10.13 **Table 13** demonstrates that the proposed signalised junction would operate within capacity in all scenarios, with a maximum DoS of 93.4% on the A36 West (EB) arm recorded in the '2036 Future Year + Committed Development + Proposed Development + Remainder of Allocation PM' scenario. Whilst it is appreciated that the DoS is approaching 100%, this has to be considered in its context that this includes for all of the SS1 allocation and 12 years into the future, whereby significant improvements to both the locale and the existing travel opportunities are likely to be substantially different.

10.14 It should also be noted, that whilst the DoS is 93%, the queue is only of 21 vehicles. Given that this equates to circa 126m (applying a 6m distance per vehicle), the queue does not extend as far back as the A326 (NB) off-slip/A36 roundabout which is located some 240m west of the proposed development. As such, the queueing would not cause congestion through the roundabout or onto the A326 (NB) off-slip.

10.15 This is also true of the queueing on the A326 (SB) off-slip, for which maximum queues of 26 vehicles have been recorded. The slip road extends for some 320m (storage for circa 53 vehicles) and therefore the anticipated queues can be suitably accommodated within each cycle without impacting on the A326 itself.

A36/A326 Southbound Slip roads

10.16 No specific assessment of the A326 (Southbound) on or off slip has been undertaken given that these are now reflected in the site access modelling above.

A36/A326 Northbound slip roads

10.17 HCC have requested that the A36/A326 slip roads are assessed. The model has been set up to match that submitted (and approved) through the Bloor Homes application on land north of Salisbury Road (Reference: 20/10997).

10.18 The results of the assessment are summarised in **Figure 11**, with the full outputs included in **Appendix P**.

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2025 Opening Year								
1 - A36 (WB)	0.8	4.26	0.45	A	0.6	3.63	0.37	A
2 - A36 (EB)	0.2	3.02	0.18	A	0.4	3.39	0.30	A
3 - A326 (NB)	0.1	2.21	0.10	A	0.1	2.29	0.07	A
Existing Configuration - 2025 Opening Year + Committed Dev								
1 - A36 (WB)	1.2	5.02	0.54	A	0.7	3.90	0.41	A
2 - A36 (EB)	0.2	3.23	0.19	A	0.5	3.56	0.31	A
3 - A326 (NB)	0.1	2.22	0.10	A	0.1	2.33	0.08	A
Existing Configuration - 2025 Opening Year + Committed Dev + Proposed Dev								
1 - A36 (WB)	1.2	5.09	0.54	A	0.7	3.93	0.41	A
2 - A36 (EB)	0.2	3.25	0.19	A	0.5	3.59	0.31	A
3 - A326 (NB)	0.1	2.23	0.10	A	0.1	2.34	0.08	A
Existing Configuration - 2036 Future Year								
1 - A36 (WB)	0.9	4.43	0.48	A	0.6	3.73	0.38	A
2 - A36 (EB)	0.2	3.08	0.19	A	0.5	3.50	0.31	A
3 - A326 (NB)	0.1	2.23	0.10	A	0.1	2.32	0.07	A
Existing Configuration - 2036 Future Year + Committed Dev								
1 - A36 (WB)	1.3	5.29	0.56	A	0.7	4.01	0.43	A
2 - A36 (EB)	0.3	3.30	0.20	A	0.5	3.68	0.33	A
3 - A326 (NB)	0.1	2.24	0.10	A	0.1	2.36	0.08	A
Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev								
1 - A36 (WB)	1.3	5.33	0.56	A	0.8	4.05	0.43	A
2 - A36 (EB)	0.3	3.32	0.20	A	0.5	3.70	0.33	A
3 - A326 (NB)	0.1	2.25	0.11	A	0.1	2.37	0.08	A
Existing Configuration - 2036 Future Year + Committed Dev + Proposed Dev + Remainder SS1								
1 - A36 (WB)	1.6	6.07	0.62	A	0.8	4.23	0.46	A
2 - A36 (EB)	0.3	3.46	0.21	A	0.5	3.81	0.34	A
3 - A326 (NB)	0.1	2.26	0.11	A	0.1	2.39	0.09	A

Figure 11: A36/A326 NB Off-slip Capacity Assessment

10.19 Figure 11 demonstrates that the roundabout will operate within capacity in all scenarios and will be expected to do so when the whole of the SS1 allocation is built. The results presented are similar to those submitted as part of both the Bloor Homes and Land north of Cooks Lane applications, which also showed the roundabout would operate below the 0.85 threshold.

M27 Junction 2

10.20 Junction 2 of the M27 is located circa 1.5km north of the proposed site. The junction forms part of the strategic road network, connecting the A326 with the A36 and M27 (eastbound and westbound) routes. The roundabout is a 4-arm junction and was modelled as part of the Bloor Homes application and the Land North of Cooks Lane application and so consideration to the results and approach is given within this assessment.

10.21 The Bloor Homes application (reference: 20/10997) assessed the junction for the 2018, 2025 and 2036 baseline years and then included their proposed development, before modelling the rest of the allocation (excluding the commercial site) in the 2036 future year. The results of the assessment are provided in **Table 14**.

Arm	AM Peak Period		PM Peak Period	
	RFC	Queue (PCU)	RFC	Queue (PCU)
2018 Baseline				
A36 North	0.75	3	0.80	4
M27 East	0.55	1	0.77	3
A326 South	0.53	1	0.42	1
M27 West	0.50	1	0.24	1
2025 Baseline				
A36 North	0.91	10	0.94	14
M27 East	0.65	2	0.90	8
A326 South	0.62	2	0.51	1
M27 West	0.86	6	0.35	1
2025 Baseline + Development (Bloor Homes)				
A36 North	0.95	16	0.96	21
M27 East	0.66	2	0.92	12
A326 South	0.64	2	0.52	1
M27 West	0.96	15	0.37	1
2036 Baseline				
A36 North	0.97	24	1.00	58
M27 East	0.68	2	0.95	17
A326 South	0.66	2	0.54	1
M27 West	1.13	67	0.41	1
2036 Baseline + Full Allocation Development				
A36 North	1.05	112	1.09	247
M27 East	0.67	2	1.01	77
A326 South	0.73	3	0.56	1
M27 West	1.95	262	0.49	1

Table 14: M27 Junction Assessment – Bloor Homes application

10.22 The Land north of Cooks Lane application (reference: 22/10219) modelled the junction using LinSig, given the part signalisation of the junction. The junction was demonstrated to operate above its practical operating capacity for the 2026 and 2036 baseline years, prior to any additional development.

10.23 Given that the junction has been demonstrated to operate over capacity prior to the proposed development coming forwards and given the relatively minimal number of vehicles anticipated to pass through the junction in the AM and PM peak periods as a result of the proposed development, a percentage impact assessment has been undertaken.

10.24 Using both the '2025' flows from the Bloor Homes application (as this is anticipated to represent the proposed site's opening year) and the previously identified committed development within Section 9 of this report, the percentage impact on the junction has therefore been calculated. The results of the assessment are summarised in **Table 15**.

AM Traffic Flows	Development Flows	Percentage Impact	PM Traffic Flows	Development Flows	Percentage Impact
2025 Opening Year + Committed Development					
4,832	10	0.21%	5,324	11	0.21%
2036 Future Year + Committed Development					
5,036	10	0.20%	5,550	11	0.20%

Table 15: M27 Junction Percentage Impact Assessment

10.25 **Table 15** demonstrates that the proposed development would have a maximum 0.21% impact on the junction, which could be considered as daily fluctuations in traffic flows. A further assessment on the operation of each arm has been undertaken and summarised in **Table 16**.

Arm	AM Traffic Flows	Development Flows	Percentage Impact	PM Traffic Flows	Development Flows	Percentage Impact
2025 Opening Year + Committed Development						
A326 (Northbound)	1,632	5	0.31%	1,275	6	0.47%
M27 (EB Off-slip)	341	1	0.29%	268	1	0.37%
A36	1,358	0	0.0%	1,761	0	0.0%
M27 (WB Off-slip)	1,501	5	0.33%	2,020	4	0.20%
2036 Future Year + Committed Development						
A326 (Northbound)	1,698	5	0.29%	1,328	6	0.45%
M27 (EB Off-slip)	355	1	0.28%	278	1	0.36%
A36	1,418	0	0.0%	1,839	0	0.0%
M27 (WB Off-slip)	1,565	5	0.32%	2,105	4	0.19%

Table 16: M27 Junction Percentage Impact Assessment (by arm)

10.26 **Table 16** demonstrates that the proposed development would have a maximum 0.47% impact on the A326 northbound arm in the PM peak period. The percentage impacts (and more so the associated vehicle numbers), demonstrate that the proposed development could be considered as daily fluctuations in traffic flows on each arm and are not the cause of the junction operating over capacity.

A36/Pauletts Lane

10.27 The A36/Pauletts Lane junction is located circa 650m east of the proposed site. The existing conditions of Pauletts Lane have been described earlier within this report. The land north of Salisbury Road and land north of Cooks Lane applications both identified that this junction would operate within capacity in the 2036 with development scenarios.

10.28 None-the-less, a modelling exercise has been undertaken given that circa 37% of development traffic is anticipated to pass through the junction. The results of the assessment are summarised in **Figure 12**, with the full outputs included in **Appendix P**.

	AM				PM			
	Queue (Veh)	Delay (s)	RFC	LOS	Queue (Veh)	Delay (s)	RFC	LOS
Existing Configuration - 2025 Opening Year								
Stream B-AC	0.4	12.47	0.29	B	0.2	12.15	0.15	B
Stream C-AB	0.5	11.71	0.31	B	3.3	15.68	0.67	C
Existing Configuration - 2025 Opening Year + Committed Dev								
Stream B-AC	0.5	14.34	0.35	B	0.2	13.98	0.20	B
Stream C-AB	0.6	12.34	0.34	B	5.4	18.10	0.74	C
Existing Configuration - 2025 Opening Year + Committed Dev + Proposed								
Stream B-AC	0.5	14.45	0.35	B	0.2	14.20	0.20	B
Stream C-AB	0.6	12.39	0.34	B	5.5	18.20	0.74	C
Existing Configuration - 2036 Future Year								
Stream B-AC	0.4	13.06	0.31	B	0.2	13.66	0.18	B
Stream C-AB	0.5	12.08	0.33	B	4.4	16.91	0.71	C
Existing Configuration - 2036 Future Year + Committed Dev								
Stream B-AC	0.6	15.16	0.37	C	0.3	16.77	0.24	C
Stream C-AB	0.6	12.71	0.36	B	7.5	20.78	0.78	C
Existing Configuration - 2036 Future Year + Committed Dev + Proposed								
Stream B-AC	0.6	15.28	0.37	C	0.3	17.19	0.24	C
Stream C-AB	0.6	12.76	0.36	B	7.7	20.98	0.79	C

Figure 12: A36/Pauletts Lane Junction Capacity Assessment

10.29 **Figure 12** demonstrates that the junction will operate within capacity in all scenarios, with a maximum RFC of 0.79 on Salisbury Road (EB).

10.30 It should be noted that the 'with remainder of SS1 allocation' scenario hasn't been modelled, given that the flows associated with those parcels are anticipated to use the southern arm of the Bloor Homes roundabout, and subsequently turn left out onto Salisbury Road (and right in), therefore not passing through the Pauletts Lane junction. Should the remainder of the allocation instead route via Pauletts Lane (or distribute traffic through the junction), the applicants of said applications would have to assess the junction again anyway and contribute towards improvements.

10.31 The results presented are similar to those submitted as part of both the Bloor Homes and Land north of Cooks Lane applications, which also showed the roundabout would operate below the 0.85 threshold.

A36 Salisbury Road/Calmore Drive/Brunel Road Roundabout

10.32 The A36/Calmore Drive/Brunel Road roundabout was modelled as part of the Land north of Cooks Lane application and land north of Salisbury Road applications. Both assessments identified that the junction would operate within capacity in all scenarios, and even with the addition of the full allocation.

10.33 Using the traffic flows submitted as part of the land north of Salisbury Road application for the 2025 opening year baseline, a modelling assessment has been undertaken. The results of the assessment are demonstrated in **Figure 13**, with the full outputs included in **Appendix P**.

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
Existing Configuration - 2025 Opening Year								
1 - Brunel Road	0.2	2.89	0.15	A	0.7	4.34	0.40	A
2 - A36 Salisbury Road (NB)	0.8	3.89	0.44	A	0.7	3.94	0.38	A
3 - Calmore Drive	0.7	4.37	0.39	A	0.3	3.17	0.20	A
4 - A36 Salisbury Road (SB)	0.6	3.68	0.36	A	0.6	3.20	0.36	A
Existing Configuration - 2025 Opening Year + Committed Dev								
1 - Brunel Road	0.2	2.97	0.16	A	0.8	4.57	0.41	A
2 - A36 Salisbury Road (NB)	1.0	4.15	0.47	A	0.8	4.22	0.42	A
3 - Calmore Drive	0.7	4.57	0.40	A	0.3	3.28	0.20	A
4 - A36 Salisbury Road (SB)	0.7	3.90	0.39	A	0.7	3.40	0.40	A
Existing Configuration - 2025 Opening Year + Committed Dev + Proposed								
1 - Brunel Road	0.2	2.98	0.16	A	0.8	4.60	0.42	A
2 - A36 Salisbury Road (NB)	1.0	4.18	0.47	A	0.8	4.25	0.42	A
3 - Calmore Drive	0.7	4.59	0.40	A	0.3	3.29	0.21	A
4 - A36 Salisbury Road (SB)	0.7	3.93	0.40	A	0.7	3.43	0.40	A
Existing Configuration - 2036 Future Year								
1 - Brunel Road	0.2	2.95	0.16	A	0.8	4.59	0.43	A
2 - A36 Salisbury Road (NB)	0.9	4.06	0.46	A	0.7	4.12	0.40	A
3 - Calmore Drive	0.8	4.59	0.41	A	0.3	3.24	0.21	A
4 - A36 Salisbury Road (SB)	0.7	3.85	0.38	A	0.7	3.31	0.38	A
Existing Configuration - 2036 Future Year + Committed Dev								
1 - Brunel Road	0.2	3.04	0.17	A	0.9	4.85	0.44	A
2 - A36 Salisbury Road (NB)	1.1	4.34	0.49	A	0.9	4.42	0.44	A
3 - Calmore Drive	0.8	4.81	0.42	A	0.3	3.36	0.22	A
4 - A36 Salisbury Road (SB)	0.8	4.09	0.41	A	0.8	3.52	0.41	A
Existing Configuration - 2036 Future Year + Committed Dev + Proposed								
1 - Brunel Road	0.2	3.05	0.17	A	0.9	4.88	0.44	A
2 - A36 Salisbury Road (NB)	1.1	4.38	0.50	A	0.9	4.45	0.44	A
3 - Calmore Drive	0.8	4.84	0.42	A	0.3	3.37	0.22	A
4 - A36 Salisbury Road (SB)	0.8	4.11	0.42	A	0.8	3.54	0.42	A

Figure 13: Calmore Drive/A36 Roundabout Junction Capacity Assessment

10.34 Figure 13 demonstrates that the roundabout would be anticipated to operate within capacity in all scenarios, with a maximum RFC of 0.50. It should be noted that the remainder of the SS1 allocation has not been assessed, given that the proposed development will come forwards prior to those land parcels and has been demonstrated to not cause the junction to operate over capacity. Any future application would need to assess its impact on the roundabout after the proposed development comes forwards.

Cooks Lane/Pauletts Lane/Loperwood/Calmore Road Crossroads

10.35 Whilst it is noted that HCC requested that the Cooks Lane/Pauletts Lane/Loperwood/Calmore Road crossroads be modelled to support this application, no development traffic is anticipated to pass through the junction and therefore no assessment has been made.

10.36 It is however worth noting that the assessment completed as part of the Land north of Cooks Lane application didn't identify any capacity concerns at this junction, with a maximum RFC of 0.43 in the '2036 with development' scenario.

11. SUMMARY AND CONCLUSIONS

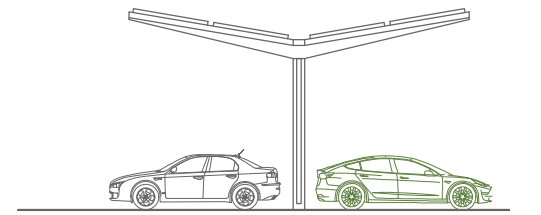
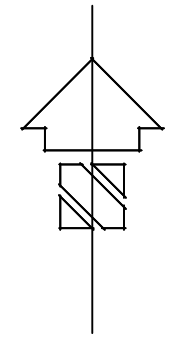
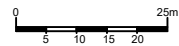
- 11.1 This Transport Assessment has been prepared by Paul Basham Associates on behalf of McCarthy Investment Limited to support an outline planning application (with all matters reserved except access) for a commercial development comprising approximately 6 hectares on Land at Calmore Croft Farm, Salisbury road, Calmore.
- 11.2 The proposed site forms part of the wider 'Land to the North of Totton' strategic development identified within the New Forest District Local Plan (2016 – 2036) as SS1. This wider allocation seeks to provide a residential-led, mixed-use development and open spaces. Various land parcels have already submitted applications and equate to circa 640no. dwellings. Where appropriate, these have been considered within our assessment.
- 11.3 The site, which is predominantly greenfield land (with a portion of industrial uses), is situated circa 800m south of the M27 and 4km northwest of Totton town centre. The site is bordered by the A36 to the north, greenfield and other land uses to the east and south and the A326 to the west. The location of the proposed employment site lends itself to the proposed type of development given its proximity to the local and strategic road network. Whilst it is noted that the current accessibility of the site for non-motorised users is limited, a series of improvements are proposed through the Bloor Homes application, (as well as the proposed development) and consideration must be given to the fact that the site forms part of the wider SS1: North Totton allocation, which is anticipated to provide community facilities when the remaining parcels come forwards.
- 11.4 The proposed development seeks to provide 6 hectares (circa 22,000sqm) of commercial land. As aforementioned, a hybrid planning application is to be submitted, for which the full application seeks to provide the access road only. It is proposed that each unit would comprise a B8 (Storage and Distribution) use class. Car, cycle and EV parking provisions will be considered in greater detail to support RM applications, but consideration will be given to the NFDC standards.
- 11.5 This application seeks to obtain full planning consent for the spine road that traverses through the site. The spine road is to be built to adoptable standards (with a width of circa 7.3m throughout), suitable in accommodating HGVs. Internal accesses are proposed to serve each unit, which would be provided in the form of either vehicle crossover or bellmouth arrangements. In accordance with MfS design guidance, all bends or internal junctions within the site boundary would be designed to achieve the required inter-visibility for vehicles travelling at 20mph. Servicing would take place internally within the site boundary to reduce the impact on the local road network.

- 11.6 A new 3.5m wide shared footway/cycleway will be provided to the east of Unit 3, which would tie into the proposed improvements along the southern side of the A36. Internally, the shared footway/cycleway would tie into the footways which flank the main spine road. Dropped kerbs will be provided at each access to ensure a safe and continuous route for all non-motorised site users.
- 11.7 A TRICS assessment has been undertaken to determine the likely vehicle movements associated with the proposed development. These have then been distributed onto the local and strategic road network in line with those submitted and approved as part of the land north of Salisbury Road application. Due to the network comprising on and off slips in the locale, the arrival and departure distributions are slightly different.
- 11.8 A junction capacity assessment has been undertaken for the site access which is proposed to be in the form of a new signalised junction. The assessment has taken into consideration the submitted (and in some instances not yet approved) applications in SS1, and the results indicate that the junction would operate well within capacity for all scenarios, with the DoS only exceeding the 90% mitigation threshold in the '2036 Future Year + Committed Development + Proposed Development + Remainder of SS1 allocation PM' scenario. The queues anticipated along the A36 and the A326 have been demonstrated to be within the confines of existing storage capacity, and thus would not have a knock-on impact on the operation of other local junctions.
- 11.9 Additional junction capacity assessments have been undertaken for various junctions in the vicinity of the site, as requested by HCC highway officers through the pre-application. Where appropriate, flows have been obtained from the land north of Salisbury Road application (reference: 20/10997), with distribution diagrams then prepared including the committed developments. Each junction assessed continues to operate within capacity with the addition of the commercial development and therefore no mitigation is required.
- 11.10 Junction 2 of the M27 was already demonstrated to operate over capacity within the 2036 future year (within the Bloor Homes application), and therefore a percentage impact assessment has been undertaken to consider the proposed developments impact. The results show that the proposed development would have a modest peak period impact (on the junction overall but also considering each specific arm), which could be considered as daily fluctuations in traffic flows.
- 11.11 This TA has demonstrated that the proposed development would not have a severe impact on the operation, safety or capacity of the local highway network, and we therefore encourage HCC to look favourably upon this development in relation to highways.

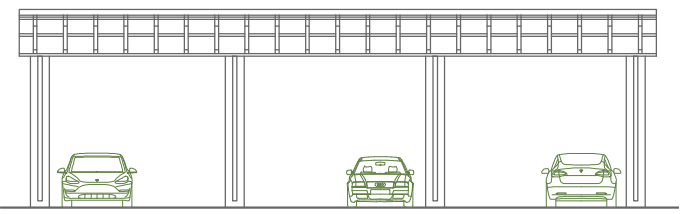


- XX.XX Existing level
- Existing tree(s)
- New trees
- XX.XX Proposed level
- Tree protection zones
- Proposed Solar PV car

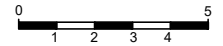
Proposed site plan
1:1250@A3



Proposed car port - side view
1:200@A3



Proposed car port - front/rear view
1:200@A3



GROSS INTERNAL AREAS

UNITS	LOWER GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR INDUSTRIAL AREA	GROUND FLOOR OFFICE AREA	FIRST FLOOR OFFICE AREA	TOTAL	CAR PARKING SPACES
Unit 1		1,888.2m ²	269.1m ²	269.1m ²	2,426.4m ²	33
Unit 2		2,152.7m ²	292.2m ²	292.2m ²	2,737.1m ²	30
Unit 3		3,750.0m ²	621.2m ²	621.2m ²	4,371.1m ²	49
Unit 4		3,776.9m ²	435.1m ²	435.1m ²	4,647.1m ²	51
Unit 5		3,859.5m ²	475.1m ²	475.1m ²	4,809.7m ²	54
				TOTAL	18,991.4m² / 204,428 ft²	
Unit 6	2,329.40m ²	322.6m ²	157.7m ²	157.7m ²	2,967.4m ²	

- J. 04.12.2023 Ret wall unit 2 added.
- H. 01.12.2023 Highways plan added; Unit 3 foot print amended
- G. 09.11.2023 Units 1 & 2 reinstated, levels and area of Unit 3 amended.
- F. 07.11.2023 Unit 5 and its context amended.
- E. 16.10.2023 Units 1 and 2 removed, unit 3 amended, el substation added, el cable redirected, solar pv car ports added.
- D. 10.10.2023 Access amended.
- C. 10.07.2023 Scheme amended
- B. 16.06.2023 Tree protection added, units amended.
- A. 30.05.2023 Unit 6 redrawn for CRL use.

Proposed industrial units
at
Calmore Farm
Southampton
for

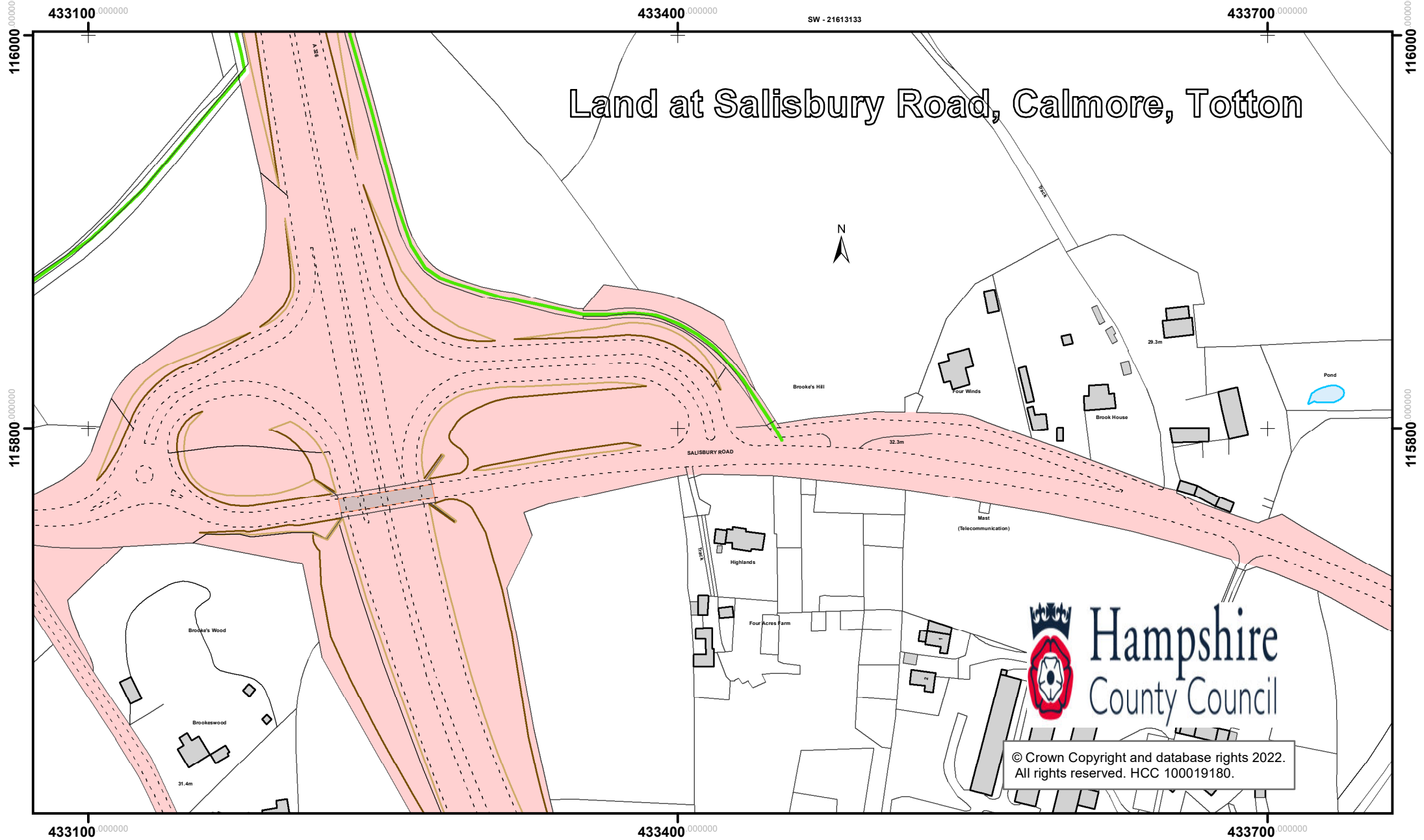
Date: May 2023 Scale: 1:1250 @ A3 Drawn: D.A.

PROPOSED SITE PLAN
5315

01J



Appendix B



The extent of the highway provided is specific to the property enquired upon and shall not be applicable to any other property.

Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: <http://www.ordnancesurvey.co.uk/support/property-boundaries.html>

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf>

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage.

Appendix C

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

Selected Polygon:HR SALISBURY RD, TOTTON

44180293566 03/08/2018 Time 1202 Vehicles 2 Casualties 1 Slight
 E:433266 N:115676 First Road: A 326 Road Type Dual carriageway
 Speed limit: 60 Junction Detail: Slip Road Give way or controlled A 36
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st: Poor turn or manoeuvre	Vehicle 2	Possible
2nd: Nervous/Uncertain/Panic	Vehicle 1	Possible
3rd:		
4th:		
5th:		
6th:		

VEH 2 (MOTOR HOME) TRAVELLING NW ALONG A326 IN LANE 2 MOVES TO EXIT ONTO A36 CUTTING UP VEH 1 (CAR) TRAVELLING IN LANE 1, CAUSING DRIVER PROBABLY TO PANIC SWERVING TO THE NEARSIDE, SPINS AND COLLIDES WITH CENTRAL BARRIER

Occurred on A326 NORTHBOUND AT JUNCTION WITH A36 OFFSLIP, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from S to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: Cent crash barrier
 Nearside & rebounded Age of Driver 19 Female
 Not hit and run Breath test Negative
 Left hand drive: No
 Casualty Reference: 1 Vehicle: 1 Age: 19 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Other Vehicle Changing lane to left
 Vehicle movement from S to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

44180335462 05/09/2018 Time 0742 Vehicles 3 Casualties 1 Slight
 E:433471 N:115783 First Road: A 36 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 3	Very Likely
2nd:	Aggressive driving	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD OVERTAKES VEH2 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD THEN BRAKES SUDDENLY. VEH2 EMERGENCY BRAKES CAUSING VEH3 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD TO GO INTO THE BACK OF VEH2.

Occurred on A36 SALISBURY ROAD, 43 METERS E OF JUNCTION WITH A326 SLIP ROADS, TOTTON, HAMPSHIRE.

Vehicle Reference 1 Car Stopping
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Did not impact Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 46 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 Car Going ahead other
Vehicle movement from E to W No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 34 Male
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 34 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44180336541 05/09/2018 Time 1728 Vehicles 2 Casualties 4 Serious
 E:433952 N:115605 First Road: A 36 Road Type Single carriageway
 Speed limit: 50 Junction Detail: Crossroads Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Poor turn or manoeuvre	Vehicle 1	Possible
2nd:	Failed to look properly	Vehicle 1	Possible
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A36 SALISBURY ROAD TURNS RIGHT INTO PAULETTES LANE WITHOUT GIVING WAY TO VEH2 (CAR) TRAVELLING NW ALONG A36 SALISBURY ROAD.

Occurred on A36 SALISBURY ROAD, AT JUNCTION WITH PAULETTES LANE, CALMORE, HAMPSHIRE.

Vehicle Reference 1 Car Turning right
 Vehicle movement from NW to S No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or 1 First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 85 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 85 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: Tree
 O/S Age of Driver 18 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 18 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 3 Vehicle: 2 Age: 19 Male Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 4 Vehicle: 2 Age: 20 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

44190193437 05/06/2019 Time 1620 Vehicles 2 Casualties 1 Slight
 E:433113 N:115772 First Road: A 36 Road Type Single carriageway A 326
 Speed limit: 60 Junction Detail: Roundabout Give way or controlled
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH1 (CAR) TRAVELLING NE ALONG A36 SALISBURY ROAD FAILED TO STOP IN TIME AND COLLIDED WITH REAR OF VEH2 (CAR) STOPPED AT ROUNDABOUT IN FRONT.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH A326 MARCHWOOD BYPASS ONSLIP, CALMORE, HAMPSHIRE.

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver Not traced
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to NE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 24 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44190337786 21/09/2019 Time 1646 Vehicles 1 Casualties 3 Slight
 E:433426 N:115784 First Road: A 326 Road Type Single carriageway
 Speed limit: 50 Junction Detail: T & Stag Jct Give way or controlled A 36
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Junction overshoot	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING S ALONG THE A326 SLIP ROAD HAS FAILED TO STOP AT THE JUNCTION WITH A36 AND OVER SHOT THE JUNCTION COLLIDING WITH A GRASS BANK AND FENCE.

Occurred on A326 SLIP ROAD AT JUNCTION WITH A36

Vehicle Reference 1 Car Turning left
 Vehicle movement from S to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Entering from slip road First impact Front Hit vehicle:
 Hit object in road None Off road: Entered ditch
 Straight ahead at Jun Age of Driver 61 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 61 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 63 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 1 Age: 87 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44190394200 03/11/2019 Time 1000 Vehicles 4 Casualties 3 Serious
 E:433205 N:115957 First Road: A 326 Road Type Dual carriageway
 Speed limit: 70 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Following too close	Vehicle 4	Very Likely
2nd:	Sudden braking	Vehicle 3	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 4 (CAR) TRAVELLING NW ALONG A326 FAILS TO STOP IN TIME AND COLLIDES WITH VEH 3 (CAR) SLOWING IN FRONT, SHUNTING VEH 3 INTO VEH 2 (CAR) SLOWING IN FRONT, SHUNTING VEH 2 INTO VEH 1 (CAR) SLOWING IN FRONT.

Occurred on A326 NORTHBOUND, 320 METRES SOUTH EAST OF M27 RBT, OWER, HAMPSHIRE

Vehicle Reference 1 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 24 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 33 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 Car Stopping
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 18 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 3 Age: 19 Male Passenger Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Casualty Reference: 2 Vehicle: 3 Age: 17 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Front seat

Casualty Reference: 3 Vehicle: 3 Age: 16 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

Vehicle Reference 4 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway Skidded
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 47 Male
 Not hit and run Breath test Not requested
 Left hand drive: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Notes:

44200297297 06/08/2020 Time 2013 Vehicles 2 Casualties 1 Slight
 E:433407 N:115789 First Road: A 36 Road Type Single carriageway A 326
 Speed limit: 60 Junction Detail: T & Stag Jct Give way or controlled
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Dazzling sun	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING W ALONG A36 SALISBURY ROAD TURNED RIGHT ONTO THE A326 SOUTHBOUND ON SLIP, HOWEVER DUE TO LOW SUN FAILED TO SEE VEH2 (P/CYCLE) TRAVELLING E ALONG A36 SALISBURY ROAD AND TURNED ACROSS IT'S PATH CAUSING A COLLISION.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH A326 SOUTHBOUND ONSLIP, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Turning right
 Vehicle movement from E to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 48 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 35 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 35 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44200381112 01/10/2020 Time 0830 Vehicles 2 Casualties 1 Slight
 E:433593 N:115773 First Road: A 36 Road Type Single carriageway
 Speed limit: 60 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: Elsewhere DfT Special Projects:

Causation

Factor:	Participant:	Confidence:
1st:		
2nd:		
3rd:		
4th:		
5th:		
6th:		

VEH 1 (CAR) TRAVELLING SE ALONG A36 FAILS TO SLOW IN TIME FOR TRAFFIC AHEAD AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT WHO HAD TO BRAKE SHARPLY.

Occurred on A36 SALISBURY ROAD, OUTSIDE BROOK HOUSE, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Vehicle Reference 2 Car Stopping
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 42 Female
 Not hit and run Breath test Driver not contacted
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 42 Female Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44200394740 11/10/2020 Time 1401 Vehicles 2 Casualties 1 Serious
 E:434167 N:115481 First Road: A 36 Road Type Single carriageway
 Speed limit: 40 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Exceeding speed limit	Vehicle 1	Very Likely
2nd:	Travelling too fast for conditions	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A36 SALISBURY ROAD TRAVELLING AT SPEED GOING AROUND A LEFT HAND BEND HAS COLLIDES WITH VEH 2 (P/CYCLE) TRAVELLING N ACROSS A36 SALISBURY ROAD, THROWING THE RIDER A FEW METERS DOWN THE ROAD.

Occurred on A36 SALISBURY ROAD AT JUNCTION WITH HILL STREET, CALMORE, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from SE to NW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 21 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
 Vehicle movement from S to N No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Jct Approach First impact Offside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 43 Male
 Not hit and run Breath test Not applicable
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 43 Male Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: No

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

44210308362 03/08/2021 Time 1811 Vehicles 3 Casualties 1 Slight

E:433220 N:115962 First Road: A 326 Road Type Dual carriageway

Speed limit: 40 Junction Detail: Not within 20m of junction

Crossing: Control None Facilities: Central reservation Road surface Wet/Damp

Daylight Fine without high winds

Special Conditions at Site None Carriageway Hazards: None

Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Impaired by alcohol	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W TO E ALONG A326 WEST WELLOW FAILS TO NOTICE QUEUEING TRAFFIC AND COLLIDES INTO REAR OF VEH 2 (CAR) STATIONARY IN FRONT SHUNTING IT FORWARD INTO VEH 3 (CAR)

Occurred on A 326 WEST WELLOW

Vehicle Reference 1 Car Stopping
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 23 Male
 Not hit and run Breath test Positive
 Left hand drive: No

Vehicle Reference 2 Car Going ahead but held up
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 51 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 18 Female Passenger Severity: Slight
 Not a pupil
 Seatbelt Worn but not i Cycle helmet: Not a cyclist
 Front seat

Accidents between dates 01/03/2018 and 28/02/2023 (60) months

Selection:

Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON"); Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("HR SALISBURY RD, TOTTON")

Vehicle Reference 3 Car
 Vehicle movement from W to E No tow / articulation
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Back Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 20 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	2	6	8
2-wheeled motor vehicles	0	0	0	0
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	3	7	10

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	1	6	7
Passenger	0	1	7	8
Motorcycle rider	0	0	0	0
Cyclist	0	1	1	2
Pedestrian	0	0	0	0
Other	0	0	0	0
Total	0	3	14	17

Appendix D

Location of ATC Surveys





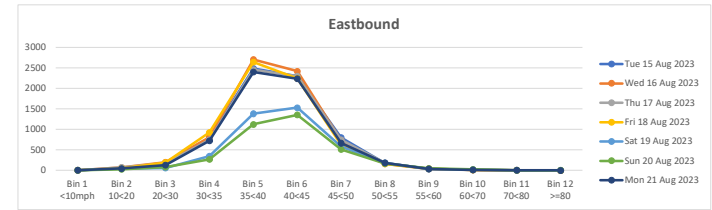
Network: 14 Aug 2023, at 16:35:06 BST
+50.940332, -1.528829 ±8.00m
Salisbury Road, Calmore
Southampton
England
SO40
United Kingdom

Totton ATC, A36 Salisbury Road (Eastern Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 15 Aug 2023	6815	46.0	39.8	6.0	4	58	159	789	2485	2298	799	172	38	11	2	0
Wed 16 Aug 2023	7131	45.7	39.6	6.0	2	69	197	803	2706	2419	729	156	34	13	3	0
Thu 17 Aug 2023	6726	46.1	39.7	6.1	5	72	178	746	2453	2294	744	181	37	15	1	0
Fri 18 Aug 2023	6880	45.4	39.3	5.9	1	54	193	922	2641	2239	622	156	42	9	1	0
Sat 19 Aug 2023	4175	47.4	40.9	6.2	1	40	58	347	1381	1530	578	182	34	20	3	1
Sun 20 Aug 2023	3588	47.8	41.1	6.4	1	25	78	266	1124	1351	508	165	45	22	2	1
Mon 21 Aug 2023	6424	45.9	39.9	5.8	2	46	131	722	2397	2233	664	182	34	11	2	0
5 Day Ave.	6795	45.8	39.7	5.9	3	60	172	796	2536	2297	712	169	37	12	2	0
7 Day Ave.	5963	46.3	40.1	6.1	2	52	142	656	2170	2052	663	171	38	14	2	0

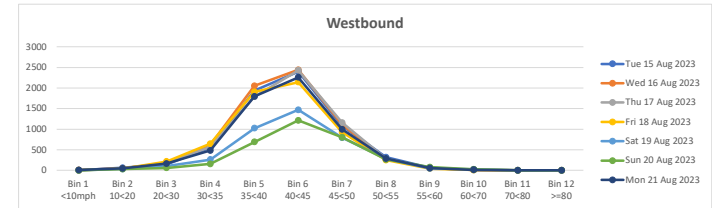
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 15 Aug 2023	6582	47.6	41.0	6.4	5	65	143	552	1939	2399	1081	318	67	12	1	0
Wed 16 Aug 2023	6806	47.4	40.8	6.3	7	50	174	615	2054	2441	1117	276	55	13	4	0
Thu 17 Aug 2023	6547	47.6	41.1	6.3	3	49	182	574	1792	2429	1159	284	60	14	1	0
Fri 18 Aug 2023	6190	47.1	40.4	6.4	3	42	214	647	1906	2143	928	251	44	7	5	0
Sat 19 Aug 2023	4044	48.9	41.9	6.8	2	36	103	262	1022	1470	792	284	47	23	2	1
Sun 20 Aug 2023	3344	50.2	42.9	7.0	4	36	62	159	690	1215	802	267	79	28	2	0
Mon 21 Aug 2023	6116	47.6	41.0	6.4	6	48	167	486	1794	2260	996	287	56	13	3	0
5 Day Ave.	6448	47.5	40.9	6.4	5	51	176	575	1897	2334	1056	283	56	12	3	0
7 Day Ave.	5661	48.1	41.3	6.5	4	47	149	471	1600	2051	982	281	58	16	3	0

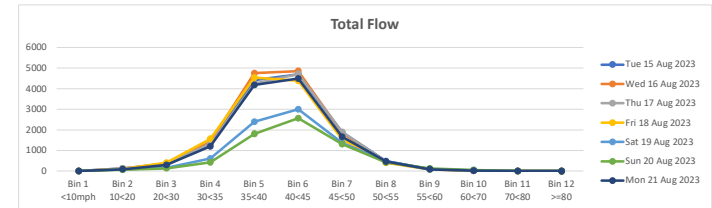
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Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<20	Bin 3 20<30	Bin 4 30<35	Bin 5 35<40	Bin 6 40<45	Bin 7 45<50	Bin 8 50<55	Bin 9 55<60	Bin 10 60<70	Bin 11 70<80	Bin 12 >=80
Tue 15 Aug 2023	13397	46.8	40.4	6.2	9	123	302	1341	4424	4697	1880	490	105	23	3	0
Wed 16 Aug 2023	13937	46.6	40.2	6.2	9	119	371	1418	4760	4860	1846	432	89	26	7	0
Thu 17 Aug 2023	13273	46.9	40.4	6.3	8	121	360	1320	4245	4723	1903	465	97	29	2	0
Fri 18 Aug 2023	13070	46.2	39.8	6.1	4	96	407	1569	4547	4382	1550	407	86	16	6	0
Sat 19 Aug 2023	8219	48.2	41.4	6.5	3	76	161	609	2403	3000	1370	466	81	43	5	2
Sun 20 Aug 2023	6932	49.0	42.0	6.8	5	61	140	425	1814	2566	1310	432	124	50	4	1
Mon 21 Aug 2023	12540	46.8	40.4	6.1	8	94	298	1208	4191	4493	1660	469	90	24	5	0
5 Day Ave.	13243	46.7	40.2	6.2	8	111	348	1371	4433	4631	1768	453	93	24	5	0
7 Day Ave.	11624	47.2	40.7	6.3	7	99	291	1127	3769	4103	1646	452	96	30	5	0

Paul Castle Associates

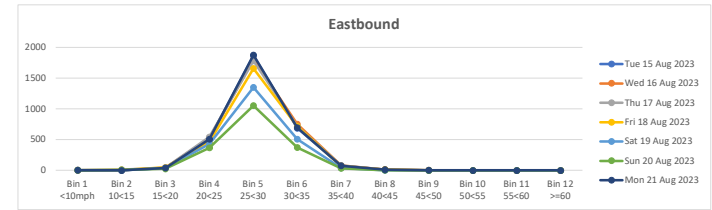


Totton ATC, A36 Salisbury Road (Western Site)

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	3187	31.8	27.9	3.7	2	0	40	507	1865	686	75	10	2	0	0	0
Wed 16 Aug 2023	3220	32.0	28.0	3.9	3	4	45	520	1805	751	77	13	2	0	0	0
Thu 17 Aug 2023	3196	32.0	27.9	4.0	5	12	41	546	1783	712	82	13	2	0	0	0
Fri 18 Aug 2023	2970	32.1	28.0	3.9	2	7	47	458	1657	715	69	13	2	0	0	0
Sat 19 Aug 2023	2370	31.5	27.7	3.7	1	3	38	426	1350	508	40	4	0	0	0	0
Sun 20 Aug 2023	1859	31.5	27.5	3.8	3	5	27	365	1053	371	33	2	0	0	0	0
Mon 21 Aug 2023	3207	31.8	28.0	3.7	2	0	38	508	1876	694	76	11	2	0	0	0
5 Day Ave.	3156	32.0	28.0	3.9	3	5	42	508	1797	712	76	12	2	0	0	0
7 Day Ave.	2858	31.8	27.9	3.8	3	4	39	476	1627	634	65	9	1	0	0	0

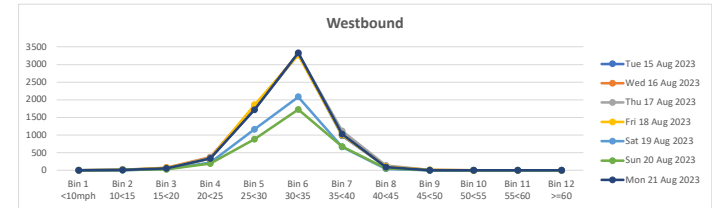
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	6530	35.9	31.4	4.3	1	7	53	336	1733	3304	983	108	5	0	0	0
Wed 16 Aug 2023	6791	36.1	31.4	4.6	6	16	79	375	1811	3304	1079	109	12	0	0	0
Thu 17 Aug 2023	6797	36.3	31.5	4.6	4	26	63	358	1765	3307	1122	142	8	2	0	0
Fri 18 Aug 2023	6674	35.9	31.3	4.5	6	18	69	341	1856	3270	1001	105	8	0	0	0
Sat 19 Aug 2023	4234	35.8	31.3	4.4	4	6	42	225	1162	2084	665	45	1	0	0	0
Sun 20 Aug 2023	3576	36.3	31.6	4.6	2	11	32	191	884	1727	670	58	1	0	0	0
Mon 21 Aug 2023	6567	35.9	31.5	4.3	1	7	56	335	1713	3332	1025	94	4	0	0	0
5 Day Ave.	6672	36.0	31.4	4.5	4	15	64	349	1776	3303	1042	112	7	0	0	0
7 Day Ave.	5881	36.0	31.4	4.5	3	13	56	309	1561	2904	935	94	6	0	0	0

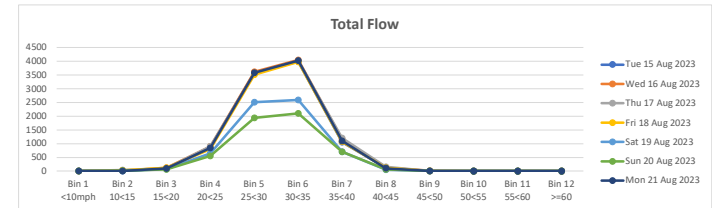
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	9717	34.9	30.3	4.4	3	7	93	843	3598	3990	1058	118	7	0	0	0
Wed 16 Aug 2023	10011	35.1	30.3	4.6	9	20	124	895	3616	4055	1156	122	14	0	0	0
Thu 17 Aug 2023	9993	35.3	30.3	4.7	9	38	104	904	3548	4019	1204	155	10	2	0	0
Fri 18 Aug 2023	9644	35.0	30.3	4.6	8	25	116	799	3513	3985	1070	118	10	0	0	0
Sat 19 Aug 2023	6604	34.7	30.0	4.5	5	9	80	651	2512	2592	705	49	1	0	0	0
Sun 20 Aug 2023	5435	35.1	30.2	4.7	5	16	59	556	1937	2098	703	60	1	0	0	0
Mon 21 Aug 2023	9774	34.9	30.3	4.4	3	7	94	843	3589	4026	1101	105	6	0	0	0
5 Day Ave.	9828	35.0	30.3	4.6	6	19	106	857	3573	4015	1118	124	9	0	0	0
7 Day Ave.	8740	35.0	30.2	4.6	6	17	96	784	3188	3538	1000	104	7	0	0	0

Paul Castle Associates

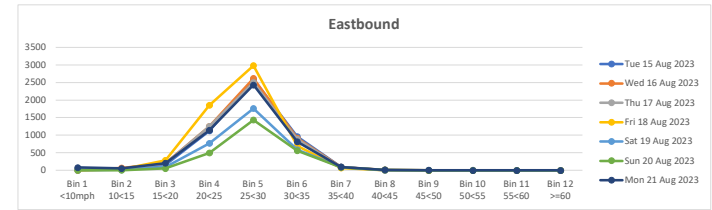


Totton ATC, A326 Southbound Offslip

Direction: Eastbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	4940	31.4	27.2	4.1	0	21	154	1124	2585	956	93	6	0	1	0	0
Wed 16 Aug 2023	5183	31.5	26.7	4.6	27	64	201	1249	2617	912	98	15	0	0	0	0
Thu 17 Aug 2023	5028	31.6	26.6	4.8	63	39	191	1250	2496	889	82	13	4	1	0	0
Fri 18 Aug 2023	5922	30.3	26.1	4.1	4	31	288	1851	2978	697	66	7	0	0	0	0
Sat 19 Aug 2023	3361	31.8	27.1	4.5	22	17	98	766	1759	591	94	8	6	0	0	0
Sun 20 Aug 2023	2631	31.9	27.8	4.0	1	1	52	494	1431	559	84	9	0	0	0	0
Mon 21 Aug 2023	4838	31.7	26.5	5.0	82	52	204	1141	2429	817	95	13	5	0	0	0
5 Day Ave.	5182	31.3	26.6	4.5	35	41	208	1323	2621	854	87	11	2	0	0	0
7 Day Ave.	4558	31.5	26.9	4.4	28	32	170	1125	2328	774	87	10	2	0	0	0

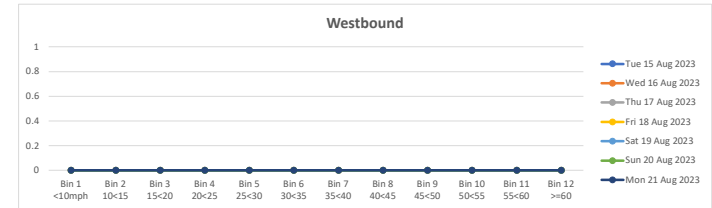
Paul Castle Associates



Direction: Westbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Wed 16 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Thu 17 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Fri 18 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sat 19 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Sun 20 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
Mon 21 Aug 2023	0	-	-	-	0	0	0	0	0	0	0	0	0	0	0	0
5 Day Ave.	0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0
7 Day Ave.	0	0.0	0.0	0.0	0	0	0	0	0	0	0	0	0	0	0	0

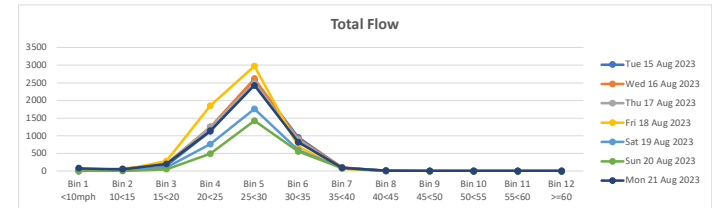
Paul Castle Associates



Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <10mph	Bin 2 10<15	Bin 3 15<20	Bin 4 20<25	Bin 5 25<30	Bin 6 30<35	Bin 7 35<40	Bin 8 40<45	Bin 9 45<50	Bin 10 50<55	Bin 11 55<60	Bin 12 >=60
Tue 15 Aug 2023	4940	31.4	27.2	4.1	0	21	154	1124	2585	956	93	6	0	1	0	0
Wed 16 Aug 2023	5183	31.5	26.7	4.6	27	64	201	1249	2617	912	98	15	0	0	0	0
Thu 17 Aug 2023	5028	31.6	26.6	4.8	63	39	191	1250	2496	889	82	13	4	1	0	0
Fri 18 Aug 2023	5922	30.3	26.1	4.1	4	31	288	1851	2978	697	66	7	0	0	0	0
Sat 19 Aug 2023	3361	31.8	27.1	4.5	22	17	98	766	1759	591	94	8	6	0	0	0
Sun 20 Aug 2023	2631	31.9	27.8	4.0	1	1	52	494	1431	559	84	9	0	0	0	0
Mon 21 Aug 2023	4838	31.7	26.5	5.0	82	52	204	1141	2429	817	95	13	5	0	0	0
5 Day Ave.	5182	31.3	26.6	4.5	35	41	208	1323	2621	854	87	11	2	0	0	0
7 Day Ave.	4558	31.5	26.9	4.4	28	32	170	1125	2328	774	87	10	2	0	0	0

Paul Castle Associates



Appendix E



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0845 603 5634 (Recycling Waste & Planning)
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Fax 01962 847055
www.hants.gov.uk

To: Mr. Mark Smith/ Ms.Shannon
Betteridge

Paul Basham Associates

Enquiries to	Anna Li	My reference	6/3/7/308
Direct Line	01962 847438	Your reference	
Date	26/09/22	Email	Anna.Li@hants.gov.uk

Dear Mark,

Proposed development on the land to the south of Salisbury Road, Totton, Pre-application Enquiry

Thank you for your recent pre-application enquiry with regard to the proposed commercial development of approximately 5 hectares on the land to the south of Salisbury Road, Totton. Following a review of the submitted Pre-application Scoping Note (dated June 2022, Ref 135.0041/PSN/1), we wish to make the following comments at this stage based on the information submitted.

Access Design

The vehicular access for the site has been proposed from the A36 Salisbury Road on the southern side approximately 17m to the west of the existing access of Four Acres Farm. The proposed access, together with the A326 slip road junction would form a new signalised staggered junction. The comments below are based on the drawing 135.0041.001.

Junction geometries

1. Carriageway widening for left hand turn on to Salisbury Road from A326 slip road appears to affect some existing highway trees/planting. CAVAT is likely to be required. This also applies to the existing trees/vegetation within the intervisibility zone on southern side of the A36 shown on the drawing.
2. For the proposed access road, vertical alignment data (levels and dimensions) has not been provided to comment on. Additional dimensions are also required for horizontal geometry to be determined, i.e. junction tapers, to fully provide comments. Visibility splays have not

- been plotted. Visibility splays needs to be shown to identify areas to be dedicated as highway.
3. Vehicle approach speeds have not been mentioned in the report. At this pre-app stage 85th percentile vehicle speed data is required for all existing approaches (taken at the appropriate distance from the signal junction) to inform safety aspects of the signal design/operation. Where forward visibility is not achievable to CD109 and HCC TG3 guidance requirement, Departures from Standard will be required to justify the proposals.
 4. Vehicle tracking for a car and articulated vehicle around proposed signalised junction appears acceptable, however the developer/designer should check swept paths for all possible movements/turns on the proposed junction using the correct vehicles at appropriate speeds (min. 15mph).
 5. A Combined Stage 1/2 Road Safety Audit should be carried out prior to submission of a planning application.
 6. Existing / proposed speed limit of road, design speed, characteristic speed of traffic and traffic accident data for the overall proposal site area needs to be confirmed.
 7. Existing /proposed signs and road markings to be provided as part of the general arrangement plans. Resurfacing at the junction to be considered where lane widths and road markings are altered.
 8. at the A36 eastern stop line, the signals and centre island should be located further west, closer to the centre of the junction, to make the junction layout more compact.
 9. The drawings show the three existing arms to have “achievable” forward visibility. However, there is concern whether the necessary forward visibility can be achieved. These concerns are described below.
 10. The A326 off-slip approach shows the forward visibility cutting across the northbound carriageway. High sided vehicles travelling north (and possibly larger cars) will block visibility to the nearside primary signal (see photos below).



Linsig model: (contained in Scoping Report 135.0041/PSN/1)

1. The A36 westbound right turn movement towards the A326 is shown as a full green phase which gap accepts across the opposing eastbound traffic. There is an early cut-off for the eastbound traffic at the end of the stage to allow right turning traffic to proceed unopposed (no right turn indicative green arrow has been included in the model). Given the visibility issues mentioned above, and the high speed of A36 eastbound vehicles , the right turn movement would need to be fully signal controlled with the right turn and opposing eastbound movements running separately.
2. The A36 eastbound right turn into the Employment site is shown and modelled as a give way movement. The A36 has a derestricted speed limit and that a proportion of vehicles are likely to be slower moving HGVs. Therefore this right turn movement should have its own dedicated lane which should be fully signal controlled.

Linsig results: (contained in Scoping Report 135.0041/PSN/1)

3. Paragraph 4.9 of the report states “*DoS values exceeding 90% indicate that the junction is close to operating over capacity, and DoS values of 100% or greater indicate that the junction is operating over capacity, and not all queuing vehicles will be able to clear the junction within one signal cycle*”. Whereas a DoS value greater than 90% indicates that the traffic is unlikely to clear the junction in one cycle and will result in cumulative queues.
4. Both modelled PM scenarios show the A326 southbound off-slip approach to have a Degree of Saturation (DoS) greater than 90%. This means there will likely be cumulative queues on that approach, which could possibly extend back and impact the A326 southbound.
5. Similarly, the eastbound approach shows Mean Max Queue values in the region of 130m, again with a DoS greater than 90%, indicating cumulative queues are likely.
6. As presented, the proposed junction with both residential traffic and Employment traffic would be close to or slightly over capacity in the 2036 design year. **Further measures should be explored to produce a junction design that would operate within capacity.**
7. The developer needs to confirm the plan with respect to the existing access to Four Acres Farm as to whether it will be retained or removed/relocated.

8. There appears to be that part of the site (Churchill, Westdown Trading car dealer) are currently accessed via a private road off the A36 Salisbury Road. This private road would become the southern arm of a new roundabout which will be constructed when the development of Bloor Homes commences. The developer should confirm if this access will be retained or stopped. Furthermore, clarity should be provided regarding any proposals to use the new roundabout as an interim access for the proposed development before the signal junction is completed.
9. The master-planning objectives for the site SS1 described in the adopted Local Plan clearly states “***creating a choice of vehicular routes including an alternative route west of Pauletts Lane between the A36 and Loperwood suitable for two-way traffic including buses, and an east-west pedestrian and cycle route across Pauletts Lane***”.
10. Paragraph 2.8 of the Scoping Note states that “*a link road may be provided through the site linking A36 to the north of Loperwood. As this is mainly outside the applicant’s control it has not been considered*”. The HA does not consider this an acceptable approach and will require the section of this link road within the site to be delivered, access onto the A36 to be considered in the context of the future link road (which, through redistribution of traffic, may improve forecast junction performance) and a connection to the remaining section of the link road to the south to be safeguarded.

Sustainable Access

At the proposed junction:

1. Paragraph 4.6 of the Scoping Note states that no pedestrian facilities have been considered. The Highway authority would expect pedestrian /cycle crossing would be located within the new junction given that the proposed development is likely to generate trips to/from the proposed residential developments to the north and the south of the A36.

Connection with wider pedestrian & cycle network

2. Sustainable mode access and local infrastructure improvements associated with the site should be considered.
3. A pedestrian and cycle route should be provided along the A36 to link to the proposed pedestrian and cycle infrastructure being provided by the developer of the parcel of SS1 north of the A36 (Bloor Homes).
4. Routes to the nearby bus stops and Totton rail station should be considered. On street distances to amenities should be provided.

5. A WCHAR assessment is required for routes to amenities.
6. Good standard pedestrian and cycle links (LTN1/20 should be considered) will be required through the site, particularly along the main access road as it will be a through route for other areas of the SS1 LP allocation.
7. The proposals could have significant impact on Pauletts Lane given the potential increase of vehicular, pedestrian and cycle traffic. The TA should carry out an assessment on the likely impact and include measures to minimise the vehicular traffic using Pauletts Lane.
8. Any footway/cycle crossing proposed will require proper assessment as per Table 10.2 of LTN 1/20. Visibility splays with appropriate set-back distance should be provided and shown on the plan.
9. All new crossings need to be checked in terms of suitability as per Table 10.2 of LTN1/20. Crossing locations with respect to permeability/desire lines and visibility splays should be demonstrated.

Accident Data

The PIA study area will be agreed following agreement of trip generation and assignment. However, it is likely this should cover similar area as the Bloor Homes application.

Parking

This should clearly specify the total number of parking spaces and visitor spaces for the proposed development comparing against the New Forest District Council's latest Parking Standards. The applicant should also provide vehicle swept path analysis for different types of vehicles manoeuvring in/out of the parking spaces.

Delivery and Servicing arrangement

Turning area shall be provided on the site, so all vehicles on the site can turn around and egress the site to the public highway in forward gear.

Swept path analysis for the largest vehicles should be carried out.

The design of turning heads for HGV should also include a 2m margin all the way around for vehicle overhang.

Traffic Assessment

1. It has been noted that trip rates have been obtained based on the assumption that the entire site is to be developed into an Industrial

Estate. A pre-application assessment should ideally reflect what is proposed to be delivered; however, if the applicant is unsure of what is to be delivered at this stage, the worst-case scenario does need to be considered. For example, if any future permission allows 100% office to be implemented, it would be remiss of the HA to not to consider that eventuality. If the breakdown of land use is uncertain when the planning application is submitted, the worst-case scenario should be assessed in the TA.

2. The scope of junctions for assessment/ study area will be confirmed upon agreement of trip generation and assignment; however, as a minimum, the following junctions should be included.

—Proposed Site Access;

— A36/A326 Northbound Slip Roads;

— M27 Junction 2

— A36/Pauletts Lane;

— A36 Salisbury Road/Calmore Drive/Brunel Road Roundabout;

— Cooks Lane/Pauletts Lane/Loperwood/Calmore Road Crossroads;

3. Traffic growth should be based on TEMPro and in line with SS1 north.
4. Committed development should include the following
 - Land North of Loperwood Lane 19/10703 and 15/11797 for 80 dwellings
 - Land north of Salisbury Road, Calmore 20/10997 for 280 dwellings
 - Land north of Cooks Lane 22/10219 for 196 dwellings
 - Land west of Hill Street 22/10854 for 60 dwellings
 - Remaining land parcels of SS1
5. The opening year scenario should assess the proposed development with the top four developments listed above. For future year 2036, the TA should also assess all the committed developments listed above.
6. The assessment work for 2036 needs to demonstrate the proposed signal junction can operate within capacity when SS1 is fully built out and the link road is in place.
7. Trip distribution methodology is considered acceptable in principle.

8. Assignment methodology is broadly acceptable. However, when the residential developments on land to the south of Salisbury Road come forward and the new link road between the A36 and the north of Loperwood is completed, the proposed new link road will attract additional traffic resulting in re-distribution of the vehicle traffic at the signal junction. Therefore, the applicant should test the effects of the completion of the link road on the junction capacity.
9. Trip Assignment and the subsequent traffic assessment should take account of the volume and impact of vehicles routing via Pauletts Lane to reach the main site access on the A36 prior to completion of the link road.

Travel Plan

The Travel Plan accompanying the TA should be submitted as a separate document and should include the estimated costs of measures, which will be used to determine the bond value to be secured in any future S106 Agreement.

Overall

Specific points have been raised above regarding the key information submitted at this stage. The highway authority will require a comprehensive Transport Assessment and Travel Plan to support any planning application for the proposed development. Given the number and breadth of issues raised, the Highway Authority feel a meeting, including NFDC planners, would be beneficial prior to submission of an application. The comments above largely assumed the link road will be delivered as drafted in the LP masterplan. However, consideration may need to be given to the scenario of the link road accessing the A36 via Bloor Homes site access roundabout, and potentially also consider a worst-case scenario (given it's understood delivery relies upon multiple landowners) where the link road does not come forward at all.

I trust the above is clear but if you have any queries, please do not hesitate to contact me.

Yours faithfully,

Anna Li

Senior Transport Engineer - Highways Development Planning



To: Mr. Mark Smith/ Ms. Shannon
Betteridge

Paul Basham Associates

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<i>Enquiries to</i>	Anna Li	<i>My reference</i>	6/3/7/308
<i>Direct Line</i>	01962 847438	<i>Your reference</i>	
<i>Date</i>	11/07/23	<i>Email</i>	Anna.Li@hants.gov.uk

Dear Mark and Shannon,

**Proposed development on the land to the south of Salisbury Road,
Totton, Pre-application Enquiry**

This letter sets out our comments in response to the 2nd Technical Note (dated January 2023) which covers the following elements:

- Revised TRICS assessment
- Assessment of a non-signalised staggered junction design and modelling
- Amendments to technical drawings and the LinSig model for the signalised junction design

However, on 14th June 2023, you inform us by email that you are holding off on works related to the non-signalised option of access arrangement. As such, this response has not included comments on the non-signalised junction option.

Revised TRICS Assessment:

Since the first pre-app submission, more detailed information regarding the potential future land use and end users of the site has been provided. An indicative masterplan has been attached to the 2nd Technical Note. The masterplan indicates that the proposed development is anticipated to be predominantly warehousing facilities (used for Storage and Distribution (24,673m²)) with ancillary office space (2,685 m²).

The resultant trip rates and subsequent trip generation are extracted from the TN as shown below:

TRICS (v. 7.9.1)	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip rate per 100sqm GFA	0.115	0.078	0.088	0.123	3.187
Trip Generation (27,340sqm)	31	21	24	34	871

Table 3: Revised TRICS Assessment

The TRICS outputs show that the above trip rates were based on the generic B8 Warehousing (commercial) land-use. The HA considers these do not represent the worst case in terms of movements i.e., a parcel distribution centre. Therefore, these trip rates are not acceptable unless the use of the site can be restricted to exclude the use of parcel distribution centre through planning.

The applicant needs to confirm this when planning application is formally submitted or to provide trip rates for parcel distribution centre. This should include either further interrogation of the TRICS database, or traffic survey information from another parcel distribution centre that shares similar characteristics to the proposed development.

Signalised Junction:

The assessment of junction operation should also be completed for the full Local Plan allocation, not only the tested 536 residential occupations in isolation, given this junction will ultimately have to accommodate the traffic generated by the full local plan allocation. To be clear, the level of occupations the existing junction arrangement can accommodate is unknown, the HA stated 500 dwellings purely as an unsubstantiated example to aid discussions.

The HA's comments on the signalised junction provided in the HA's previous response; these are bold below. In the 2nd TN, you have given point-by-point comments in response to engineer's initial comments raised. Below these are HCC's ITS teams' further comments [in blue text](#):

4.10 (1). CAVAT is likely to be required for left turners onto Salisbury Road from A326 slip road and within the intervisibility zone on the southern side of the A36–Noted and will likely be considered at the detailed design stage or through an arboriculture report to support an application. [Agreed](#)

(2). Vertical alignment data has not been provided. Visibility splays need to be shown–All visibility splays have been shown on the design to signals and intervisibility considered where appropriate. Vertical data will be considered for an application or detailed design stage, but the vertical alignment of the A36 is not proposed to be amended as a result of the introduction of the fourth arm to the junction. [Agreed](#)

(3) Vehicle approach speeds have not been mentioned in the report. Recorded speeds should be used to inform the design – Automated Traffic Counts (ATC) surveys will be undertaken prior to the submission of an application. However, consideration would need to be given that the characteristics of the road network are due to change through the wider allocation and HCC confirming that the posted speed limit along the A36 in this area is likely to reduce to 40mph.

Although there is a plan to reduce the speed limit from 50mph to 40mph, this has not been progressed and there is no guarantee it would reduce the measured speed. Therefore, the design must be based on the recorded speed.

(4). Vehicle tracking should check swept paths use the appropriate speeds–All vehicle tracking has been undertaken with a 20mph design speed, apart from the right turn manoeuvre into the site which is demonstrated at 15mph. [Agreed](#)

(5) A combined Stage 1/2 Road Safety Audit should be carried out prior to submission of an application–Noted and as a minimum a Stage 1 Road Safety Audit will be included to support an application. [Agreed](#)

(6) Existing/proposed road characteristics to be confirmed–Noted and will be incorporated into any application documents. [Agreed](#)

(7). Existing/proposed road markings, signs and surfacing to be provided–Noted and where appropriate will be included for an application. Any additional would be considered at the detailed design stage. [Agreed](#)

(8). At the A36 eastern stop line, the signals and centre island should be located further west to make the junction more compact–The design has been prepared to ensure all tracking and storage of vehicles is achievable, and therefore stop lines are in their optimal locations. If through the process, the recorded vehicle speeds are considerably lower, then amendments can be made, but at present, the design is the worst-case anticipated. [Agreed](#)

(9) Forward visibility concerns on the A326 off-slip approach – Noted – again, the design demonstrates a worst-case in terms of design speed and associated geometries, and therefore with recorded speeds, the design can be altered. [Please explain how the design will be altered to accommodate the lack of, or obstructed SSD.](#)

Junction Modelling:

4.17 (1) The A36 westbound right turn movement towards the A326 is shown as a full green phase with traffic waiting for gaps across the opposing eastbound traffic. Given visibility issues and the high speed of A36 eastbound vehicles, the right turn and opposing eastbound movements would need to be fully signal controlled with the right turn and opposing eastbound movements running separately.

The visibility for the junction design at this stage has been shown as a worst-case, based on the current posted speed limit of the A36, which is likely to change as a result of the wider allocation and through obtaining speed survey data. The model has been revised to remove any 'Give-way' movements for those turning right from the A36 onto the A326 on-slip (SB). This is demonstrated on the revised model outputs included in Appendix G. [Agreed](#)

2) The A36 eastbound right turn into the Employment site is shown and modelled as a give way movement. The A36 has a derestricted speed limit and that a proportion of vehicles are likely to be slower moving HGVS. Therefore, this right turn movement should have its own dedicated lane which should be fully signal controlled.

Noted – the A36 eastbound arm is constrained with the location of the bridge over the A326 and level differences between the site and the carriageway, which therefore means that there is no scope to widen the carriageway in the vicinity of this arm and ultimately provide a second lane. The distribution diagrams demonstrate that circa 39 vehicle movements in the AM peak and 13 vehicle movements in the PM peak would turn right into the site and the proposed arrangement should therefore be considered acceptable.

[Whilst appreciating the physical restraints, this remains a concern for us as we could still see derestricted speed vehicles approaching slow moving/stopped, right turning traffic.](#)

(3) A DoS value greater than 90% indicates that the traffic is unlikely to clear the junction in one cycle and will result in cumulative queues. Noted and considered within any further assessment. [Agreed](#)

4) Both modelled PM scenarios show the A326 southbound off-slip approach to have a DoS greater than 90%. This means that there will likely be cumulative queues on that approach, which could possibly extend back and impact the A326 southbound. Similarly with the eastbound approach for queues of 130m.

Noted – The revised modelling assessment will consider the DoS and the resultant queues lengths and ensure that the queues do not have a detrimental impact on the operation of other roads/junctions in the locale.

[Queuing on the eastbound approach may not have a detrimental effect on the operation of other roads/junctions, but the main safety concern is that there could be derestricted speed vehicles approaching the back of an eastbound queue. The eastbound queues, modelled without pedestrian facilities, extend back over the bridge near the bend, could cause a rear-end collision. This risk needs to be assessed when planning application is submitted.](#)

(5) The proposed junction with both residential traffic and employment traffic would be close to or slightly over capacity in the 2036 design year. Further measures should be explored to produce a junction design that would operate within capacity–Through the revised TRICS assessment and design work, the modelling will be reassessed later in this report to determine whether it will operate within capacity. [Agreed](#)

(6). The developer needs to confirm plans with respect to the existing access to Four Acres Farm and any intentions to use the private road serving Westdown Trading Car Dealer as an interim access for the site–Noted. The existing access to Four Acres Farm falls outside of the applicant's control, albeit the uses that the access serves form part of the employment land site and will be replaced through this development. There is no aspiration to utilise the private road located in the north-eastern corner of the site for access as it is outside of our client's control. [Noted](#)

(7). Consideration and delivery of a link road through the site to be explored and assessed–Through further discussions with both New Forest District Council (NFDC) and HCC, it has been agreed that the link road route would be better placed through the residential allocation land. This has already been catered for within the Bloor Homes application by way of providing a roundabout for access and traffic flows placed upon the A36 westbound arm through their junction modelling assessments. [Agreed](#)

Revised Modelling Assessment:

4.27 Based on these modelling results, consideration has been given to alternative crossing locations in respect of the wider allocation and desire lines (specifically the residential, facilities and amenities) and the proposed uses to be provided through the commercial development.

[Pedestrian desire lines cited as a reason to not include controlled pedestrian facilities, but the desire lines are not defined.](#)

4.28 It is therefore our opinion that, whilst a signalised crossing could potentially be implemented in this location on an 'every other' cycle, an alternative option would be to provide a crossing in the vicinity of the Bloor Homes roundabout and provide a southern footway along the A36 connecting to the commercial land. This can be achieved in highway land but would have an impact on the trees/vegetation.

4.29 A drawing has been prepared that indicatively demonstrates this arrangement and is included in Appendix I. [Drawing in Appendix I does not demonstrate an alternative pedestrian crossing option.](#)

Previous ITS comments (Appendix A) not addressed/provided.

3) At this pre-app stage 85th percentile vehicle speed data is required for all existing approaches (taken at the appropriate distance from the signal junction) to inform safety aspects of the signal design/operation.

10) The A326 off-slip approach shows the forward visibility cutting across the northbound carriageway. High sided vehicles travelling north (and possibly larger cars) will block visibility to the nearside primary signal.

The above comments need to be addressed in the TA when planning application is submitted.

New issues:

- Where we have shared stop lines, we would expect to see a far sided secondary signal with double heads to represent what is seen at the stop line. It is unclear how the method of control modelled can be replicated on street without an additional island, specifically on the westbound approach.
- The revised model has several intergreens missing: A-D, A-B, A-D, A-E, B-C, B-D, B-F, B-H, C-A, D-A, D-B, D-F, D-I, E-C, E-D, E-F, E-H, F-A, F-B, F-D, F-E, F-G, G-D, G-I, H-E, I-F, I-G
- Some intergreens appear to be incorrect, for example E-A is shown as 16 seconds.
- The revised model shows an incorrect Prohibited Stage Change table (for example, stage 2 to stage 3 move is shown as having to go via stage 10)

I trust the above is clear but if you have any queries, please do not hesitate to contact Anna Li.

Yours faithfully,

Anna Li
Senior Transport Engineer - Highways Development Planning

Appendix F

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 THIS CONCEPT DRAWING IS PRODUCED WITHIN THE SCOPE OF OUR CLIENTS WORK. UNDER THE CDM REGULATIONS, BASED ON THE INFORMATION AVAILABLE TO THE DESIGNER AT THE DATE BEING, NO PERSONAL NAMES HAVE BEEN IDENTIFIED.
 KEY
 Highway Boundary

PL 01/16	Top level amendments	01	16
PL 02/17	North to South access	02	17
PL 03/17	Visibility splays and bus shelter	03	17
PL 04/17	Accession advice	04	17
PL 05/17	Drinking Water	05	17
PL 06/17	Construction and access to bus	06	17
PL 07/17	Accession advice	07	17
PL 08/17	Accession advice	08	17
PL 09/17	Accession advice	09	17
PL 10/17	Accession advice	10	17
PL 11/17	Accession advice	11	17
PL 12/17	Accession advice	12	17
PL 13/17	Accession advice	13	17
PL 14/17	Accession advice	14	17
PL 15/17	Accession advice	15	17
PL 16/17	Accession advice	16	17
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PL 99/17	Accession advice	99	17
PL 100/17	Accession advice	100	17

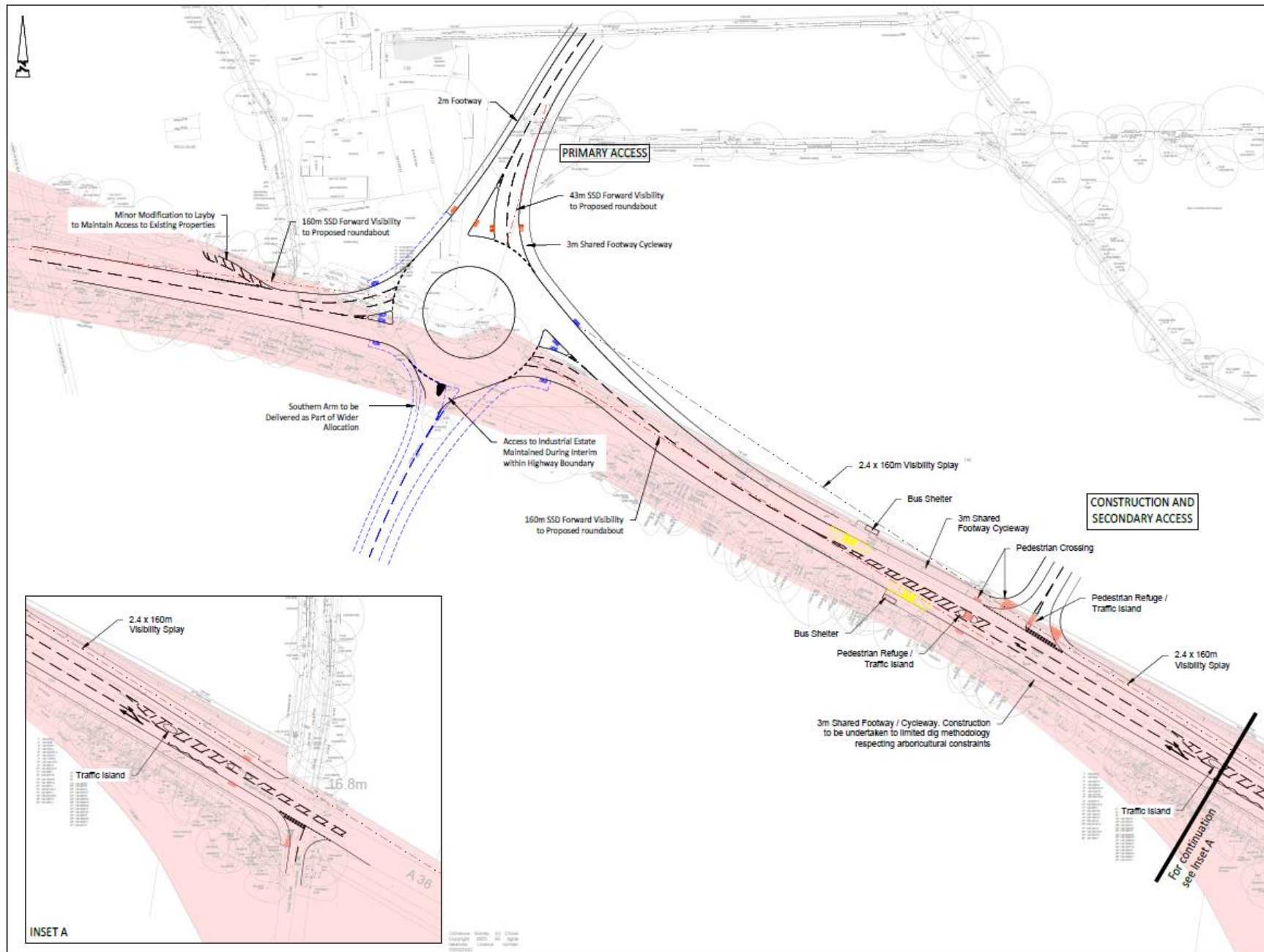
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ACCESS STRATEGY - WIDER ALLOCATION

DRAFT

Scale	1:500 @ A1	Date	JUNE 2019	Sheet	CS	Index	NB
Drawn by	A195-03	Checked by		Issue			P9



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Appendix G

Calculation Reference: AUDIT-247601-231019-1027

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : F - WAREHOUSING (COMMERCIAL)
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	MW MEDWAY	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	BD BRADFORD	1 days
	DR DONCASTER	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 3500 to 80100 (units: sqm)
Range Selected by User: 190 to 80100 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 22/11/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	6
-----------------	---

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	7 days - Selected

Secondary Filtering selection:

Use Class:

B8	6 days
----	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling within a radius of 5-miles of selected survey sites.

Travel Plan:

No	6 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	BD-02-F-01 STAITHGATE LANE BRADFORD NEWHALL Edge of Town Industrial Zone Total Gross floor area: 10446 sqm <i>Survey date: THURSDAY 14/03/19</i>	DISTRIBUTION COMPANY BRADFORD	<i>Survey Type: MANUAL</i>
2	DR-02-F-01 MIDDLE BANK DONCASTER Suburban Area (PPS6 Out of Centre) Industrial Zone Total Gross floor area: 80100 sqm <i>Survey date: TUESDAY 21/09/21</i>	TESCO DISTRIBUTION CENTRE DONCASTER	<i>Survey Type: MANUAL</i>
3	HC-02-F-03 WARSASH ROAD PARK GATE Edge of Town Industrial Zone Total Gross floor area: 3665 sqm <i>Survey date: MONDAY 27/09/21</i>	PPE DISTRIBUTION HAMPSHIRE	<i>Survey Type: MANUAL</i>
4	MW-02-F-02 MILLS ROAD AYLESFORD QUARRY WOOD Edge of Town Industrial Zone Total Gross floor area: 11200 sqm <i>Survey date: FRIDAY 22/09/17</i>	COMMERCIAL WAREHOUSING MEDWAY	<i>Survey Type: MANUAL</i>
5	SF-02-F-03 CENTRAL AVENUE IPSWICH WARREN HEATH Edge of Town Industrial Zone Total Gross floor area: 4700 sqm <i>Survey date: FRIDAY 18/09/15</i>	ROAD HAULAGE SUFFOLK	<i>Survey Type: MANUAL</i>
6	TW-02-F-01 MANDARIN WAY WASHINGTON PATTISON IND. ESTATE Edge of Town Industrial Zone Total Gross floor area: 31000 sqm <i>Survey date: FRIDAY 13/11/15</i>	ASDA DISTRIBUTION CENTRE TYNE & WEAR	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-F-01	15/10/20	COVID-19

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	45273	0.171	2	45273	0.059	2	45273	0.230
06:00 - 07:00	2	45273	0.098	2	45273	0.145	2	45273	0.243
07:00 - 08:00	6	23519	0.116	6	23519	0.067	6	23519	0.183
08:00 - 09:00	6	23519	0.087	6	23519	0.074	6	23519	0.161
09:00 - 10:00	6	23519	0.088	6	23519	0.072	6	23519	0.160
10:00 - 11:00	6	23519	0.098	6	23519	0.102	6	23519	0.200
11:00 - 12:00	6	23519	0.090	6	23519	0.084	6	23519	0.174
12:00 - 13:00	6	23519	0.099	6	23519	0.106	6	23519	0.205
13:00 - 14:00	6	23519	0.111	6	23519	0.094	6	23519	0.205
14:00 - 15:00	6	23519	0.093	6	23519	0.130	6	23519	0.223
15:00 - 16:00	6	23519	0.094	6	23519	0.114	6	23519	0.208
16:00 - 17:00	6	23519	0.075	6	23519	0.113	6	23519	0.188
17:00 - 18:00	6	23519	0.087	6	23519	0.097	6	23519	0.184
18:00 - 19:00	6	23519	0.047	6	23519	0.074	6	23519	0.121
19:00 - 20:00	2	45273	0.043	2	45273	0.068	2	45273	0.111
20:00 - 21:00	2	45273	0.045	2	45273	0.050	2	45273	0.095
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.442			1.449			2.891

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	3500 - 80100 (units: sqm)
Survey date range:	01/01/15 - 22/11/21
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

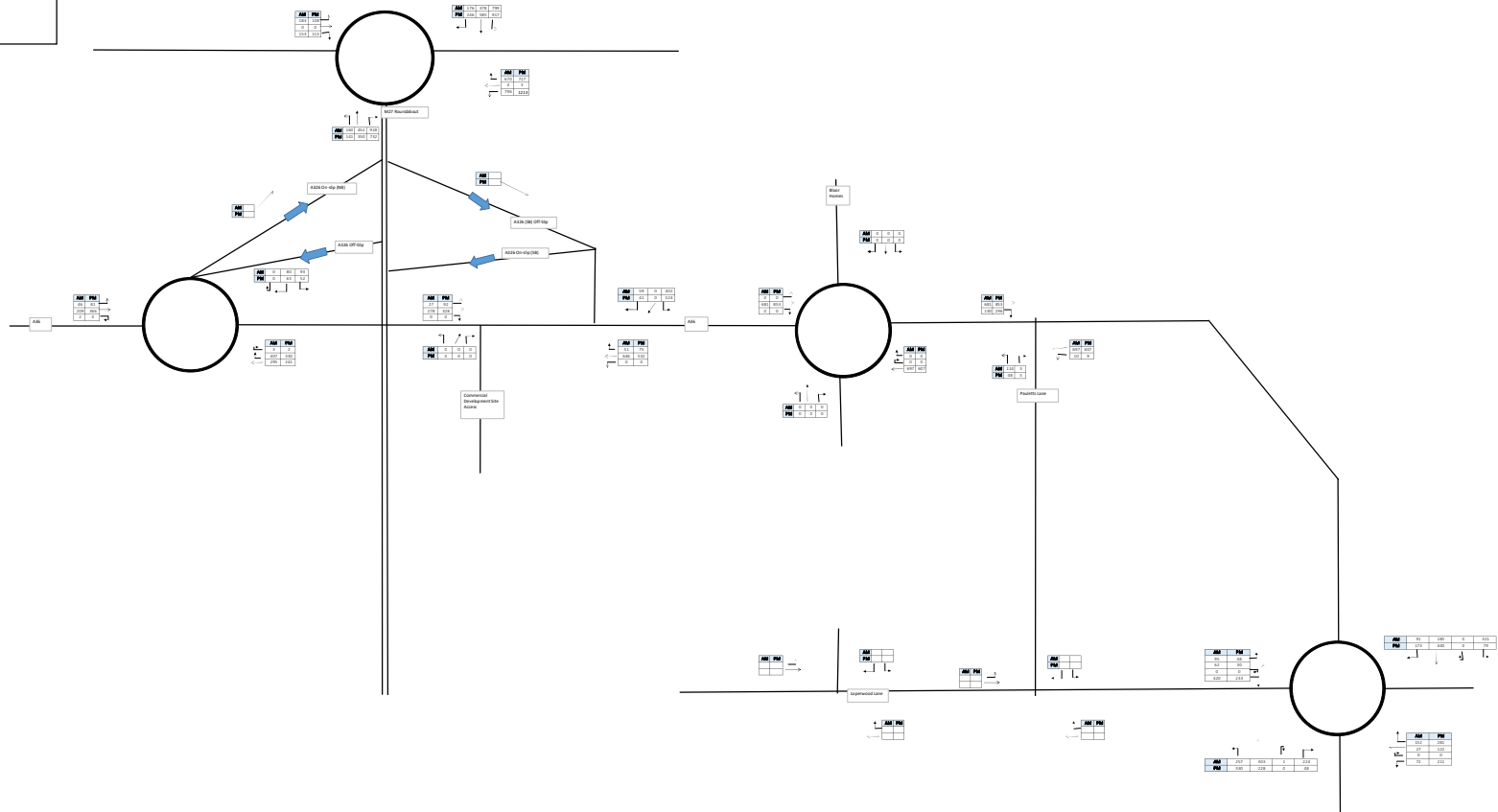
Appendix H

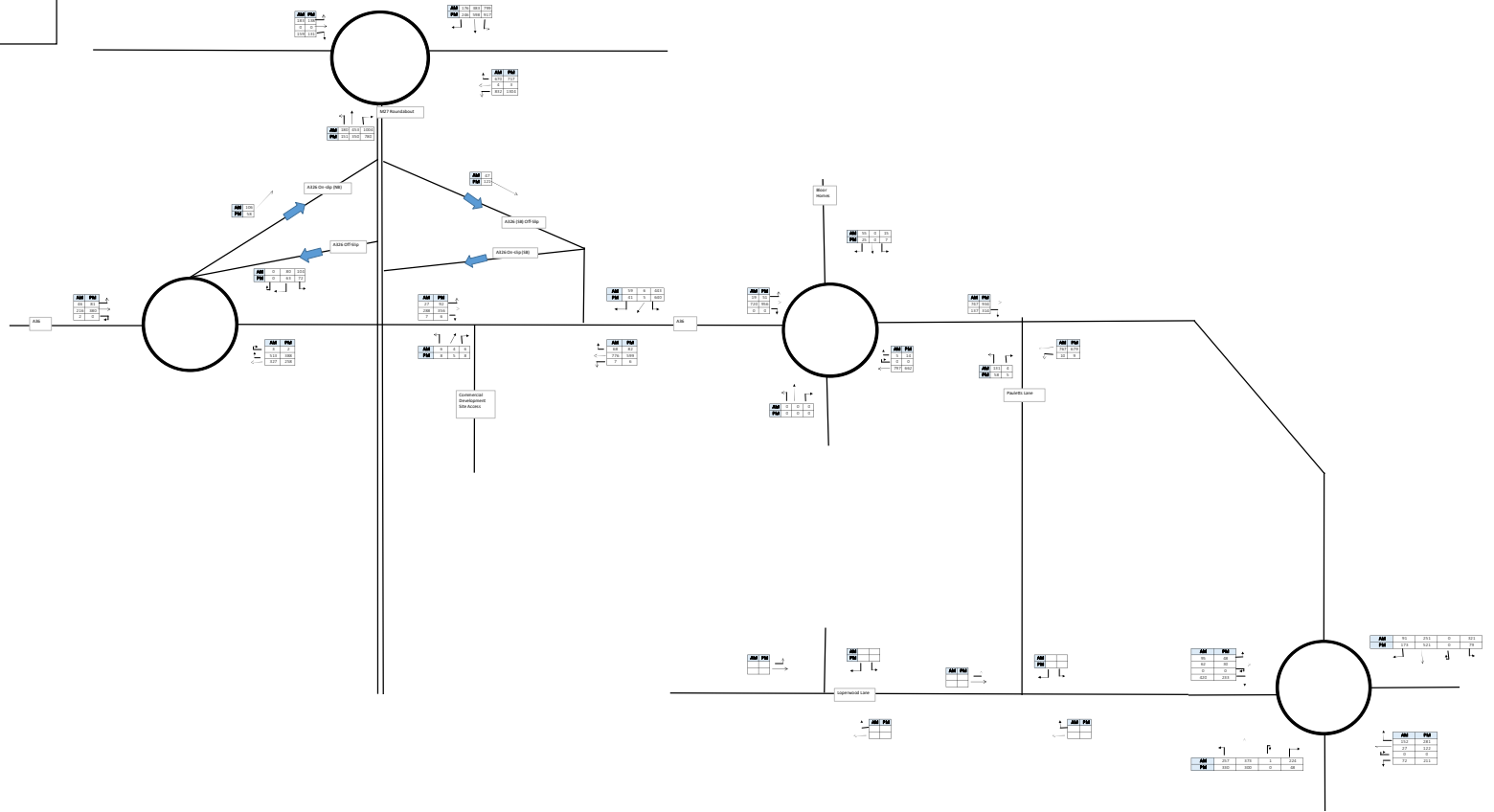
WF01BEW - Location of usual residence and place of work (OA level)

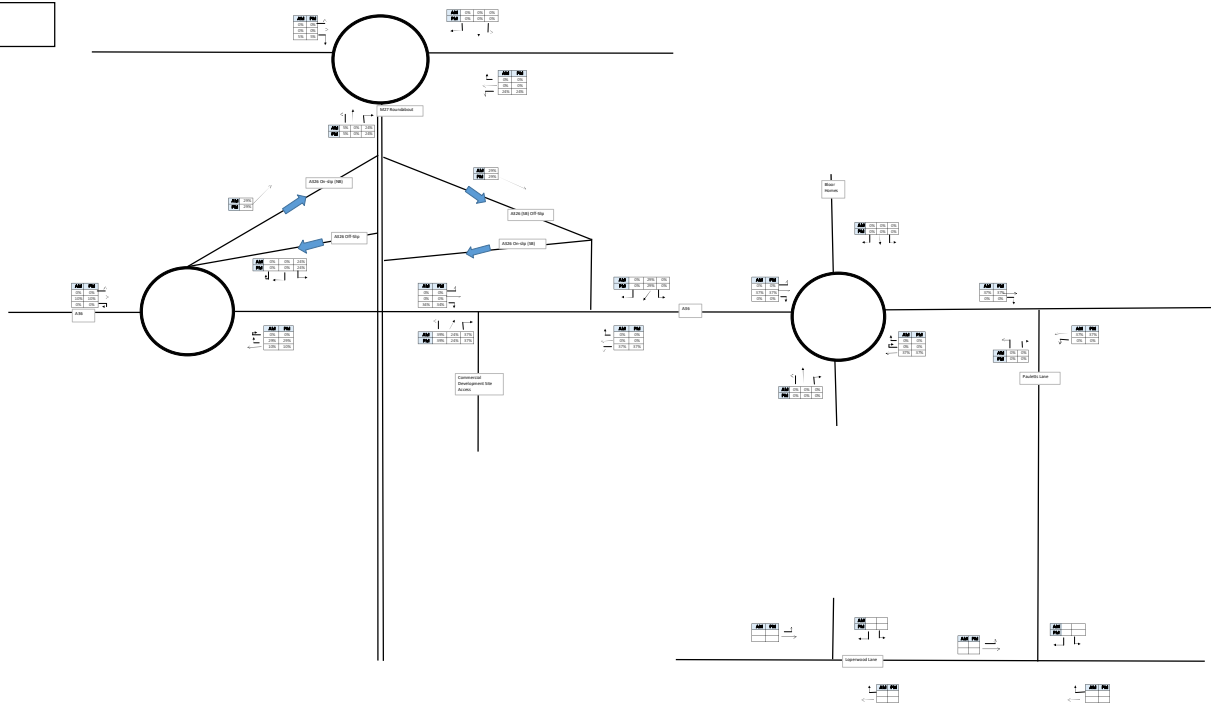
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population units	All usual residents ages 16 and over in employment the week before the census										A36 (WB)		A326 on-slip (NB)		A326 on-slip (SB)		A36 Salisbury Road	
date	Persons										Number	Number	Number	Number	Number	Number	Number	Number
	2011																	
	place of work																	
	E02004784 :																	
	New Forest																	
currently residing in	006	Percentage	Left from Site Access	Number	Right from Site Access	Number												
Southampton	585	20			100%	585												
Eastleigh	217	7	100%	217														
New Forest 003: Calmore Industrial Estate	185	6			100%	185												
New Forest 005: Rushington	180	6			100%	180									90	100%	185	
Test Valley	178	6	100%	178			100%	178										
New Forest 006: Bartley	170	6			100%	170									100%	170		
New Forest 002: Calmore	148	5			100%	148												
New Forest 004: Totton Central	123	4			100%	123									50%	61.5	100%	148
New Forest 008: Marchwood	86	3			100%	86									100%	86	50%	61.5
Fareham	84	3	100%	84										100%	84			
New Forest 007: Minstead	70	2	100%	70										100%	70			
Wiltshire	66	2	100%	66			100%	66										
New Forest 014: Fawley	63	2			100%	63									100%	63		
New Forest 011: Dibden Purlieu	60	2			100%	60									100%	60		
Winchester	60	2	100%	60										100%	60			
Bournemouth	59	2	100%	59										100%	59			
New Forest 009: Hythe	58	2			100%	58									100%	58		
Portsmouth	48	2	100%	48										100%	48			
New Forest 013: Studley Avenue, Holbury	36	1			100%	36									100%	36		
Gosport	31	1	100%	31										100%	31			
Christchurch	30	1	100%	30										100%	30			
Havant	29	1	100%	29										100%	29			
New Forest 018: Hordle	27	1	50%	13.5	50%	13.5	50%	13.5							50%		13.5	
New Forest 001: Fordingbridge	25	1	100%	25										100%	25			
Basingstoke and Deane	25	1	100%	25										100%	25			
New Forest 012: Ringwood	21	1	100%	21										100%	21			
New Forest 019: Pennington	21	1	50%	10.5	50%	10.5	50%	10.5							50%		10.5	
New Forest 010: Itshley	18	1	100%	18										100%	18			
East Hampshire	18	1	100%	18										100%	18			
Poole	16	1	100%	16										100%	16			
East Dorset	16	1	100%	16										100%	16			
New Forest 022: Barton on Sea	15	1	50%	7.5	50%	7.5	50%	7.5							50%		7.5	
New Forest 017: East Boldre	13	0			100%	13									100%	13		
New Forest 020: Kennard Road, New Milto	12	0	50%	6	50%	6	50%	6							50%	6		
New Forest 015: Sway	11	0	50%	5.5	50%	5.5								50%	5.5			
Isle of Wight	11	0	100%	11										100%	11			
New Forest 021: New Milton	9	0	50%	4.5	50%	4.5	50%	4.5							50%	4.5		
New Forest 023: Millford on Sea	8	0	50%	4	50%	4	50%	4							50%	4		
Chichester	8	0	100%	8										100%	8			
Lambeth	5	0	100%	5										100%	5			
Arun	5	0	100%	5										100%	5			
Purbeck	5	0	100%	5										100%	5			
New Forest 016: Bransgore	4	0	100%	4										100%	4			
Weymouth and Portland	4	0	100%	4										100%	4			
Richmond upon Thames	3	0	100%	3										100%	3			
Bracknell Forest	3	0	100%	3										100%	3			
North Dorset	3	0	100%	3			50%	1.5						100%	3			
Ferndale	2	0	100%	2										100%	2			
Waveney	2	0	100%	2										100%	2			
Ealing	2	0	100%	2										100%	2			
West Berkshire	2	0	100%	2										100%	2			
West Dorset	2	0	100%	2										100%	2			
Caerphilly	2	0	100%	2			50%	1						50%	1			
West Lancashire	1	0	100%	1										100%	1			
Barnsley	1	0	100%	1										100%	1			
Bradford	1	0	100%	1										100%	1			
Leeds	1	0	100%	1										100%	1			
North West Leicestershire	1	0	100%	1										100%	1			
Wellingborough	1	0	100%	1										100%	1			
Warwick	1	0	100%	1										100%	1			
Birmingham	1	0	100%	1										100%	1			
Southend-on-Sea	1	0	100%	1										100%	1			
Huntingdonshire	1	0	100%	1										100%	1			
St Albans	1	0	100%	1										100%	1			
Babergh	1	0	100%	1										100%	1			
Forest Heath	1	0	100%	1										100%	1			
Redbridge	1	0	100%	1										100%	1			
Sutton	1	0	100%	1										100%	1			
Wandsworth	1	0	100%	1										100%	1			
Hart	1	0	100%	1										100%	1			
Rushmoor	1	0	100%	1										100%	1			
Guildford	1	0	100%	1										100%	1			
Mole Valley	1	0	100%	1										100%	1			
Surrey Heath	1	0	100%	1										100%	1			
Woking	1	0	100%	1										100%	1			
Bristol, City of	1	0	100%	1			50%	0.5						50%	1			
Cornwall, Isles of Scilly	1	0	100%	1										100%	1			
Plymouth	1	0	100%	1										100%	1			
Pembrokeshire	1	0	100%	1										100%	1			
Swansea	1	0	100%	1			50%	0.5						50%	0.5			
	2,911			1,142		1,769.5		293.5						849.5		700		1,069.5
				39%		61%		10%						29%		24%		37%
	471			360		111		49.5						311.5		111.5		1%
				4%		1%		1%						3%		1%		

Appendix I







Sl. No.	Particulars	Qty	Rate	Total
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