TITCHFIELD FESTIVAL THEATRE, TITCHFIELD

Highway Statement

April 2024

Titchfield Festival Theatre

LESUIRE DEVELOPMENT
TITCHFIELD FESTIVAL THEATRE
TITCHFIELD

HIGHWAY STATEMENT

CONTROLLED DOCUMENT

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HIGHWAY STATEMENT

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1. INTRODUCTION

1.1 I, Tom Fisher, am a Principal Transport Planner of Paul Basham Associates with over 8 years' experience in highway and transport planning, having worked in both for both public and private sector organisations, including working within the Highways Development Planning department at Hampshire County Council.

1.2 I have prepared this Highway Statement (HS) on behalf of the Titchfield Festival Theatre to support the planning appeal in relation to an enforcement notice served by Fareham Borough Council (FBC) against the Appellant.

1.3 The Appeal Site comprises of 71 and part of 73 St Margarets Lane. 71 and 73 St Margarets Lane formerly comprised of two separate buildings but the buildings have been altered and extended to now comprise of one building. The site is divided into three permitted uses which can be referred to as Areas A, B and C. The property consists of a three storey office block fronting onto St Margarets Lane which is used for admin functions for the Theatre and a large warehouse structure behind which sites the approved Acorn and Oak Theatres (Area A). To the rear of Area A is Area B which is authorised for B1/B8 use (office/light industrial/storage). At the far eastern end of the site is Area C with a lawful warehouse [B8] permission.

1.4 The enforcement notice relates to the change in use to theatre use for 463 seats and does not relate to the existing permitted theatre use (284 seats) at the front of the site, namely the permitted Acorn (96 seats) and Oak Theatres (188 seats). These 284 theatre seats are lawful development and will continue to operate as existing, regardless of the outcome of this Appeal.

1.5 The enforcement notice served by FBC in 22nd November 2023 is attached in **Appendix A**, and raises two highway reasons for issuing the notice citing development being contrary to Policies TIN1 and TIN2.

- The theatre is a main town centre use located outside the urban area in an unsustainable and poorly accessible location. The development fails to promote sustainable and active travel modes, offer a genuine choice of mode of travel and reduce the need to travel by motorised vehicle;
- Parking provision at the site is not acceptable which would have an unacceptable impact on highway safety.

1.6 In this Highway Statement I have summarised relevant transport policy, the site's planning history and it's current operation before responding to the two points stated within the Enforcement Notice relating to the sustainability of the site and parking.

2. POLICY AND GUIDANCE REVIEW

2.1 I have undertaken a review of relevant national and local planning policies which I summarise in this chapter.

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) was originally published in March 2012, revised in July 2018, February 2019, July 2021 and September 2023. The current, adopted version was published in December 2023 and acts as the central guidance for development planning.

2.3 At the heart of the NPPF there is 'a presumption in favour of sustainable development' (para 11).

2.4 Of most relevance to this Appeal is Paragraph 115, which states:

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

2.5 The NPPF Glossary includes definitions related to the terms '*Transport Statement', 'Transport Assessment'* and *'Travel Plan*'. There is however no definition provided for the term '*severe*' in the context of Paragraph 115.

Fareham Local Plan 2037

2.6 The Fareham Local Plan 2037 (FLP) was published in April 2023 and includes transport policies within the Transport and Other Infrastructure section. The two policies that are referenced within the Enforcement Notice are TIN1 and TIN2.

TIN1 Sustainable Transport

New development should reduce the need to travel by motorised vehicle through the promotion of sustainable and active travel modes, offering a genuine choice of mode of travel. Development will be permitted where it:

a) Contributes to the delivery of identified cycle, pedestrian and other nonroad user routes and connects with existing and future public transport networks (including Rapid Transit), giving priority to non-motorised user movement; and

b) Facilitates access to public transport services, through the provision of connections to the existing infrastructure, or provision of new infrastructure through physical works or funding contributions; and

c) *Provides an internal layout which is compatible for all users, including those with disabilities and reduced mobility, with acceptable parking and servicing provision, ensuring access to the development and highway network is safe, attractive in character, functional and accessible.*

2.7 TIN2 Highway Safety and Road Network

Development will be permitted where:

a) *There is no unacceptable impact on highway safety, and the residual cumulative impact on the road networks is not severe; and*

b) *The impacts on the local and strategic highway network arising from the development itself or the cumulative effects of development on the network are mitigated through a sequential approach consisting of measures that would avoid/reduce the need to travel, active travel, public transport, and provision of improvements and enhancements to the local network or contributions towards necessary or relevant off-site transport improvement schemes.*

Manual for Streets

2.8 Manual for Streets (MfS) comprise technical guidance which can be used for lightly trafficked residential street.

2.9 In relation to road widths, Section 7 of the document shows that a carriageway width of 4.1m allows for two cars to pass and 4.8m allows for a car and large vehicle to pass.

Hampshire County Council TG10

2.10 HCC TG10 provides guidance to ensure a consistent approach to the design of footways and cycle track and shared use facilities are undertaken. The scope of the document is limited to design matters.

Inclusive Mobility

2.11 Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure" is a guide prepared by the Department of Transport (DfT) to best practice on access to pedestrian and transport infrastructure.

2.12 Section 4.2 of the guidance states:

"*a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other. Where there is an obstacle, such as lamp columns, sign posts or electric vehicle charging points, the absolute minimum width should be 1000mm, but the maximum length of such a restricted space should be 6 metres*."

CIHT Planning for Walking and Cycling

2.13 Planning for Walking was published by the CIHT in March 2015 and explains how facilities for walking should be designed, following on from how they are planned, which is covered in "Planning for Walking".

2.14 Section 4.1 of the document outlines suitable footway and footpath widths which should be used:

"Designers should be aware that, based on the established standard of providing sufficient width for wheelchairs/mobility scooters or double buggies to pass, pedestrians require an absolute minimum obstacle-free width of 1.8m .

A 1.5m-wide footway (kerb face to back of footway) may be better than no footway at all. However, there is a lower limit where the footway width is insufficient to accommodate normal walking activity in safety. "

IHT Providing Journeys on Foot

2.15 Guidance states that an acceptable walking distance for 'Elsewhere' is 800m and the preferred maximum distance is 1,200m. it also sets out that a "*walking speed of 1.4m/s can be assumed which equates to approximately 400m in five minutes*".

LTN 1/20

2.16 LTN 1/20 provides guidance to local authorities on designing and 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.

2.17 This Local Transport Note provides guidance and good practice for the design of future cycle infrastructure, in support of the Cycling and Walking Investment Strategy. The scope of the document is limited to design matters.

Fareham Non-Residential Parking Standards

2.18 The Supplementary Planning Document provides vehicle parking standards for non-residential land uses, however it should be noted that Theatre use is not included.

Hampshire County Council Parking Standards

2.19 Whilst this policy has been withdrawn, it is important to draw upon the previous car parking standards when considering the site and previous Appeal. This standard includes Theatre use for car parking and sets out that 1 car parking space per 5 seats should be the maximum number of spaces provided.

3. PLANNING HISTORY AND CURRENT OPERATION

3.1 This site is brownfield with long established planning uses on site. It should be recognised that the site already has established theatre use on it and additionally, the area which is subject to the Appeal had a previous extant use of B1/B8 use (Unit B) and B8 (Unit C), however Unit B has been used for theatre related purposes for a number of years. This is not a greenfield development and should not be treated as such. The full planning history will be set out by the Planning Expert Ian Donohue.

4. RFR1 SITE LOCATION AND ACCESSIBILITY

4.1 The site location is identified within **Figure 1**.

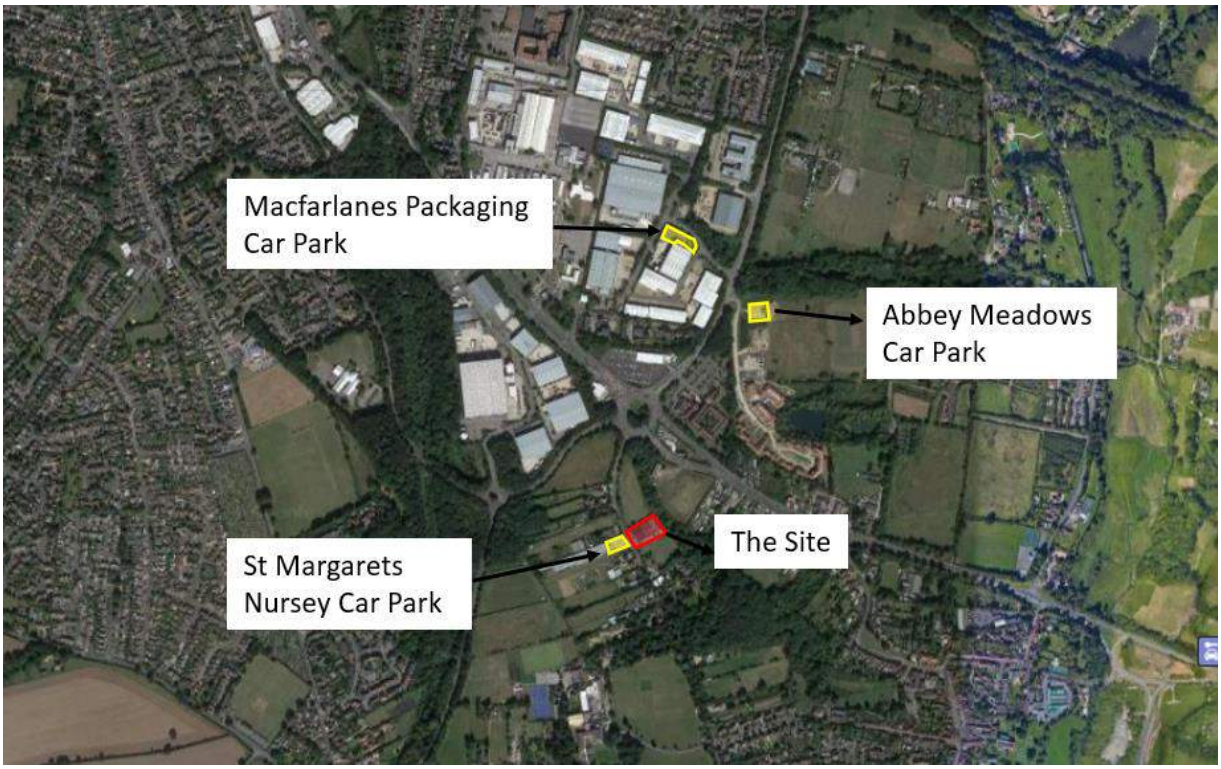


Figure 1: Site Location (Source GoogleMaps)

Local and Wider Road Network

4.2 As aforementioned the site is located on St Margarets Lane in Titchfield. To the south, St Margarets Lane forms a priority junction with Common Lane / Coach Hill. Common Lane provides a route onto Warsash Road to the west and Coach Hill connects to South Street and Bridge Street via a mini roundabout. Bridge Street links onto the B3334, which is a key route between the A27 and Gosport via Stubbington.

4.3 To the north St Margarets Lane connects to St Margarets Roundabout. St Margarets Roundabout provides access to Warsash Road southwest bound, the A27 / Southampton Road east and west bound and Cartwright Drive northbound.

4.4 The A27 is a major road in England. It runs between its junction with the A36 at Whiteparish to the west and Pevensey in East Sussex. In the vicinity of the site, the A27 runs between Junction 9 of the M27 and Junction 11 of the M27. The M27 is part of Hampshire's motorway network that connects Southampton to the west to Portsmouth to the east.

4.5 St Margarets Lane carriageway widths varies in width, from a measurement of 6.1m near the roundabout at the north of the road and narrows to 5.8m travelling south. Outside the 'Laur's Paw' dwelling the carriageway width is 5.7m. At the dropped kerb to the south of these properties, the carriageway narrows to 4.9m. The carriageway then widens to 6.4m outside the theatre access and opposite the St Margarets Nursery access. From the roundabout to the site, St Margarets Lane provides two way access to vehicles as per Manual for Streets guidance (Figure 7.1) which states that 4.8m allows for a HGV and car to pass. This has been measured on site and photographs can be found in **Appendix B.**

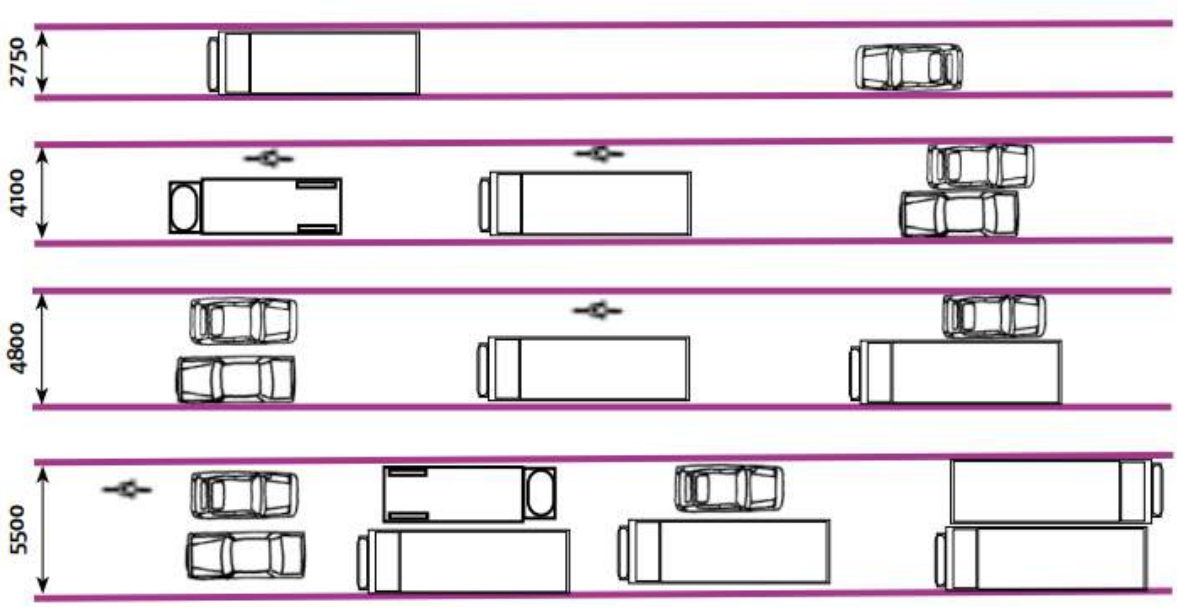


Figure 2: Figure 7.1 Manual for Streets

4.6 To the south of the Titchfield Festival Theatre, the carriageway varies in width and provides some sections of carriageway suitable for two-way movements. There are some sections which narrow and would be single vehicle only, but there are several suitable passing places along St Margarets Road to pass.

Walking

4.7 There is a footway on the western side of St Margarets Lane opposite to the Theatre car park. There is a dropped kerb on the western side to provide access across the road. The footway varies in width from 1.5m at the southern end of the footway provision to 1.8m further north. Photographic evidence of this is provided within Appendix B.

4.8 It is my professional opinion that the existing width of the footway along St Margarets Lane is considered acceptable for the site subject to the Enforcement Appeal. This is also evidenced by policy such as Inclusive Mobility (2021) which sets out that *"footways should be made as wide as practicable but under normal circumstances, a width of 2000mm is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other."* The footways have been determined not to be under 1.5m in width and therefore allows for a wheelchair user and a pedestrian to pass without having to leave the footway. In addition to this, Designing for Walking – CIHT (2015) states that *"it is not suggested that footways with widths less than 1.8m should never be provided, as it is clear that existing narrow footways do provide a level of pedestrian amenity".*

4.9 Hampshire County Council Technical Guidance Note 10 also allows 1.5m and 1.8m footways (para 5.2.1), however this guidance is for the design of future footways (para 1.2) rather than to review the existing provision. However, it is clear that the existing widths of footway along St Margarets Lane comply with Hampshire County Council Technical Guidance.

4.10 It should be noted that due to the nature of the development, the flow of pedestrians to and from the site will be largely tidal, i.e. pedestrian will all arrive prior to the performance, and then all leave post-performance and therefore the likelihood that two pedestrians will pass one another as a result of the site are considered low.

4.11 When travelling north of the site, the footways become shared 3m wide footway/cycleways around the St Margarets Roundabout and continues onwards along the A27 on the northern side of the carriageway both eastbound and westbound. The 3m wide shared footway/cycleway continues along Cartwright Drive on the western side of the carriageway for circa 620m before the residential area of Valerian Avenue and Segensworth Road.

4.12 Warsash Road narrows to a 2m footway on both sides of the carriageway. The 2m footway eastern side of Warsash Road terminates at the existing sheltered bus stop. The 2m footway on the western side of Warsash Road continues into Primate Road and the significant residential area of Locks Heath and Park Gate.

4.13 To the south of the site, there is no formal footway provision, however there are 'Pedestrian in road ahead' warning signs along St Margarets Lane which suggests that pedestrians do currently walk along this section. It must be acknowledged that pedestrians do currently use this route however the lack of current existing provision does not meet current standards and therefore cannot be considered as a suitable walking route.

4.14 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). Additionally 80 percent of journeys shorter than 1 mile (1.6km) are made wholly on foot. Therefore, the development provides an excellent opportunity to promote journeys by walking and other sustainable modes of travel, thus reducing the reliance on motorised vehicles. It also adds that bus stops are likely to be well used if they are within 400m. Therefore, the site is also well located to the 'Warsash Road' bus stops when consideration is given to this guidance as they are only 350m from the site which is an agreed position within the Statement of Common Ground.

4.15 Using a walking speed of 80m per minute (as per IHT Planning for Journeys on Foot), an isochrone map, Figure 3 has been produced which shows an area of 1.37km from the site (20 minute walk). This shows that there is significant existing local residents who could walk to the site using the existing infrastructure, particularly from the north and west of the site. It should also be noted that there are a number of car parks within this area that can also be utilised for people who wish to park and stride, including, Macfarlanes Packaging, Abbey Meadows and Titchfield Community Centre. In particular the car parks of Macfarlanes Packaging and Abbey Meadows is 850m and 750m walking distance from the site respectively and therefore in line with the acceptable distance to walk based on the 'Everywhere' category in Planning for Journeys on Foot (IHT).

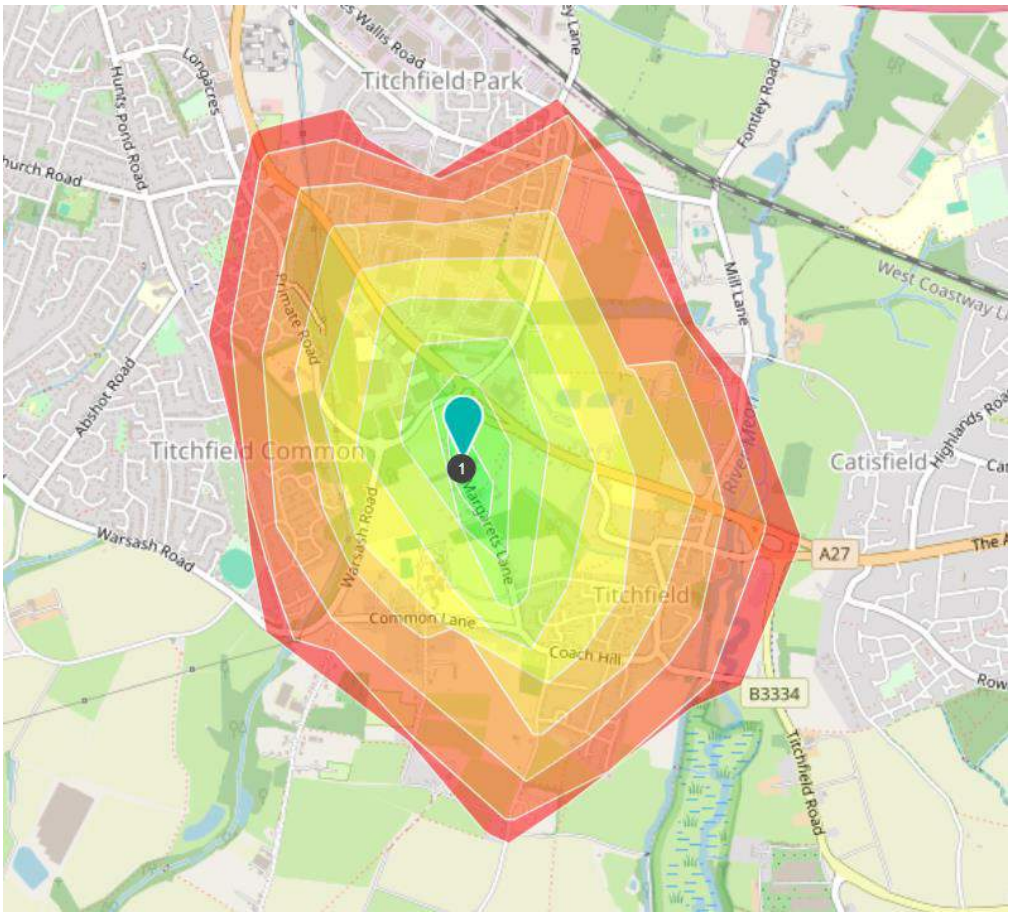


Figure 3: 1.37km walking isochrone

4.16 **Figure 3** shows that there is significant level of existing residential areas which are within a 20 minute walk (1.37km distance). It should be noted that all car parks within the parking strategy are within this walking distance.

4.17 Having regard to the above, it is my expert opinion that the site benefits from suitable and policy compliant walking routes to and from the site which provides a significant catchment area for existing residents and users of public transport and publicly available car parks which has been set out above. The site can therefore be considered that it offers a genuine choice for walking as a mode of travel to access the site and is compliant with Policy TIN1.

Cycling

4.18 Directly outside the site, there is no existing dedicated cycle provision provided along St Margarets Lane.

4.19 When travelling north of the site, the footways become shared 3m wide footway/cycleways around the St Margarets Roundabout and continues onwards along the A27 on the northern side of the carriageway both eastbound and westbound. The 3m wide shared footway/cycleway continues along Cartwright Drive on the western side of the carriageway for circa 620m before the residential area of Valerian Avenue and Segensworth Road.

4.20 20 minutes cycle time (circa 5km) is considered an acceptable travel distance for cyclists, which is evidenced through the Fareham LCWIP which states that *"Other trips such as leisure, education and shopping can easily be made within 5km of most homes and workplaces."*

4.21 Paragraph 1.5.1 of Local Transport Note 2/08, Cycle Infrastructure Design, Department for Transport, 2008, (LTN 2/08) sets out that: "*Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles* [5km] *(ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon."* An Isochrone map has been produced which shows the 20 minute cycle time, which equates to 5km, from the site.

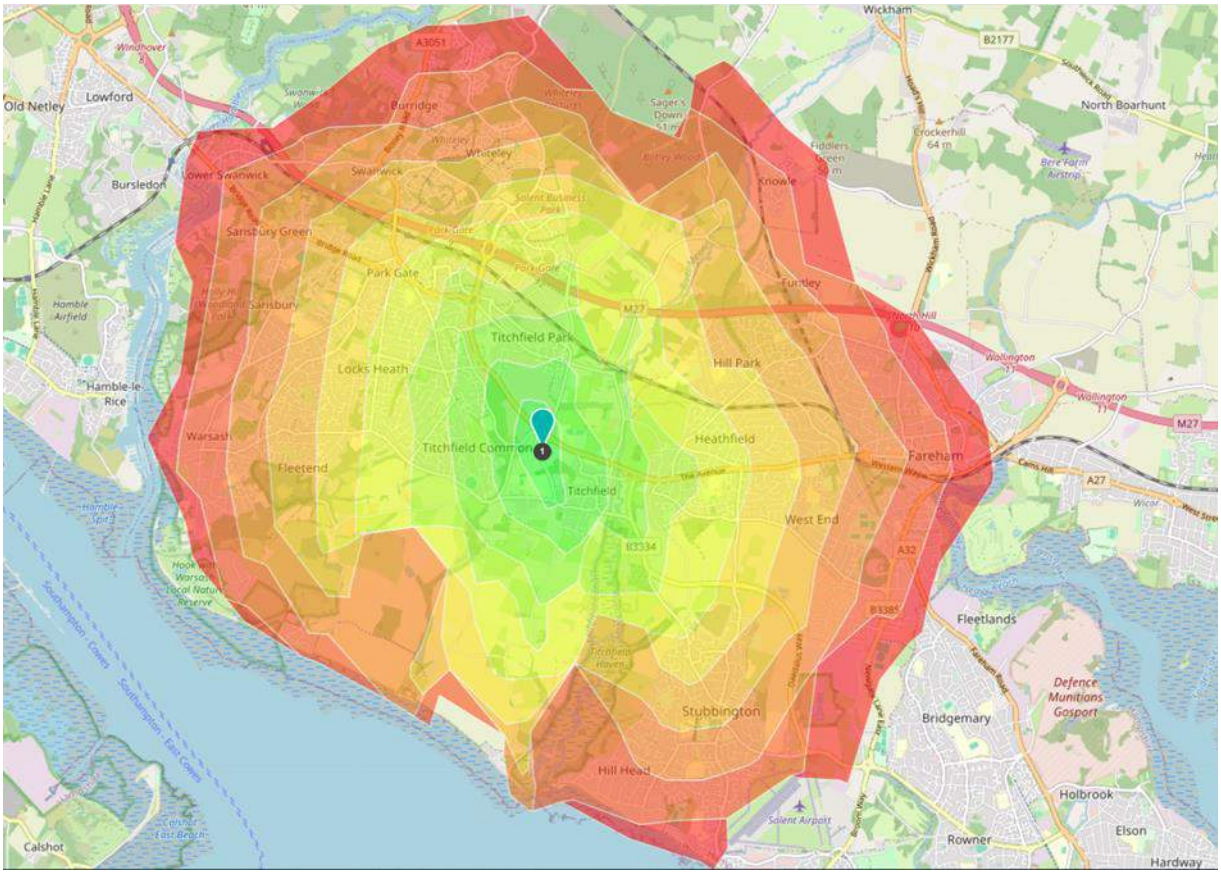


Figure 4: 20 minute cycle time isochrone

4.22 Fareham LCWIP (2022) identifies a network of primary and secondary walking and cycling routes across Fareham as shown in **Figure 5**. Within the LCWIP, it lists the A27 as a primary cycling route within the borough of Fareham which runs to the north of the site. In addition, St Margarets Lane is included as a secondary route, and runs past the site. It can therefore be considered that Hampshire County Council consider that St Margarets Lane is of significant importance to provide suitable cycling provision for the borough of Fareham.

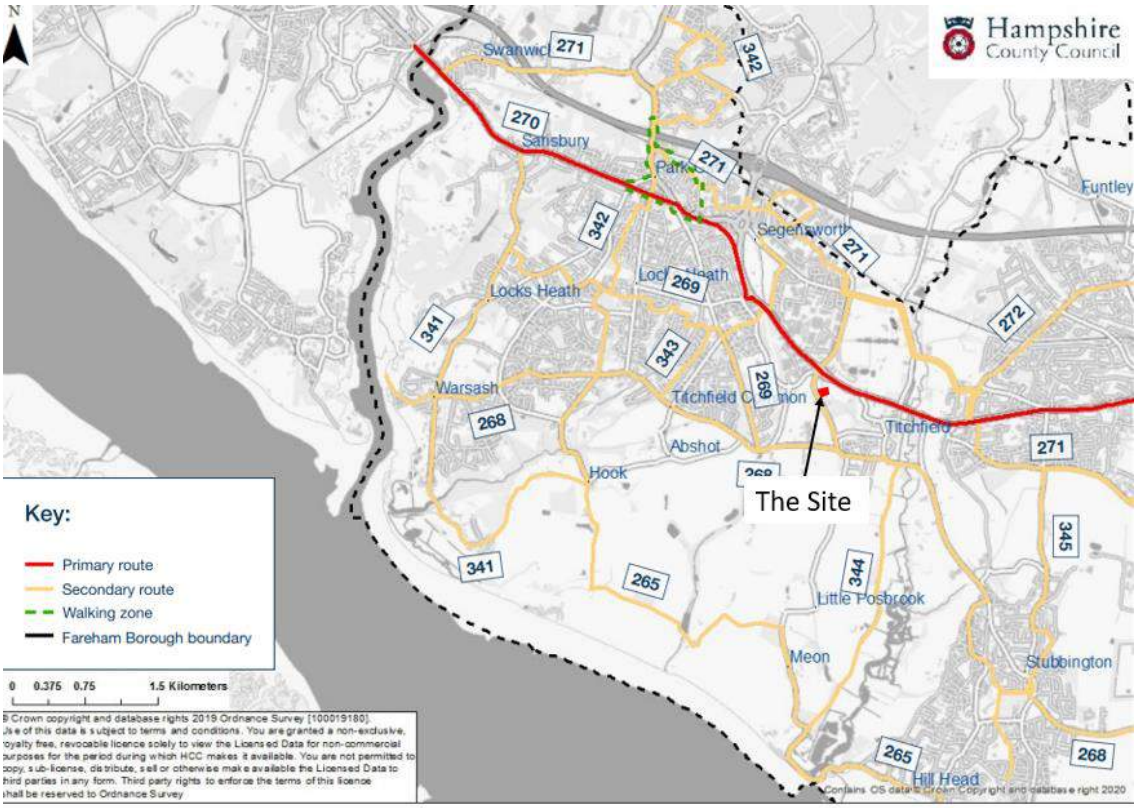


Figure 5: Fareham LCWIP

4.23 **Figure 5** shows that the site is extremely well placed within the LCWIP network and cycle routes can be reached by the site from areas such as Locks Heat, Warsash, Swanwick and Stubbington. The Primary route also provides a link into Fareham.

4.24 It is proposed that there will be 10 Sheffield cycle stands on site, which are suitable for up to 20 cycles to be parked there, in line with LTN 1/20 guidance. FBC do not have a standard for Theatre use for cycle parking, however using Hampshire County Council Parking Standards (2002), although withdrawn, states that for long stay cycle parking, which in my professional opinion this should be classed as, requires 1 space per 40sqm of gross external area. The gross external area subject to the Appeal is 531sqm and therefore this equates to 14 cycle parking spaces required. The site is therefore proposing an over provision of cycle parking spaces in relation to the HCC standards.

4.25 To encourage cycling as a genuine mode of transport, the Appellant is willing to provide a proportional contribution towards the named scheme within the Fareham LCWIP to provide modal filters along St Margarets Lane which is within paragraph 344.2.2 and states *"a 20mph low speed quiet mixed traffic street will be required for the remainder of the route with modal filters provided at strategic locations to manage traffic flow, reduce speed and volumes".* A plan showing indicative locations for modal filters is shown in **Appendix C.**

4.26 The contribution towards measures set out in the Fareham LCWIP directly outside the site and provision for up to 20 cycle spaces directly meets Policy TIN1 which states that "*Development will be permitted where it: a) Contributes to the delivery of identified cycle… routes and connects with existing and future… networks giving priority to non-motorised user movement."*

Bus Services

4.27 The closest pair of bus stops to the site are the 'Warsash Road' bus stops, located along Warsash Road 350m (4 ½ minute walk) west of the site (measured from the site access). Both bus stops comprise of a bus pole, a sheltered seating area and on-carriageway bus stop. Additionally there is a stops on Cartright Drive 740m (9 ½ minute walk) north of the site (measured from the site access). The bus stops comprise of a bus pole and off-carriageway bus stop. There are stops circa 1.27km (15 minute 52 seconds walk) on Common Lane to the south of the site, it should be noted that this distance has been measured using a suitable footway route, rather than the shorter distance along St Margarets Lane which is only 600m (7 ½ minutes). The services available from the bus stops are summarised within **Table 1**.

Bus Service	Destination	Frequency		
		Monday - Friday	Saturday	Sunday
X4	Southampton – Portsmouth	Every 40-50 minutes First Bus: 08:05 Last Bus: 19.19	Every 60-70 minutes First Bus: 07:45 Last Bus: 17:45	Every 60-70 minutes First Bus: 07:40 Last Bus: 18:30
X5	Southampton – Gosport	Every 40-50 minutes First Bus: 07:47 Last Bus: 19.02	Every 60-70 minutes First Bus: 08:18 Last Bus: 18:53	Every 60-70 minutes First Bus: 08:10 Last Bus: 18:56

28/28A	Fareham – Whiteley	Every 60-70 minutes First Bus: 06:36 Last Bus: 18:32	N/A	N/A

Table 1: Bus Services

4.28 As summarised in **Table 1**, the site is served by regular services towards Southampton, Gosport, Portsmouth, Fareham and Whiteley. It is acknowledged that some performance times for patrons will be in the evening and therefore travel home via bus travel, using the existing timetables, will not be achievable. This should not however preclude arriving via bus and alternative mode of transport home.

4.29 Notwithstanding that, HCC have announced that the existing X4 service will be providing evening services from May 2024 for services running Monday-Saturday as well as additional daytime services on the X5 route (https://www.hants.gov.uk/News/20240319BSIPMoreFrequentBuses). This would mean that bus travel in the evenings could be a potential travel opportunity for patrons using the X4 service.

4.30 Matinee performances will provide an element of the theatres scheduling. As shown in **Table 1**, there is the opportunity to travel sustainably to the site via bus on a Saturday and Sunday when performances are in the afternoon from local areas such as Park Gate, Warsash, Titchfield, Locks Heath and Whiteley and destinations further afield south as Southampton, Gosport and Portsmouth.

4.31 Having regard to the above, it is my professional opinion that the existing bus services X4, X5 and 28 provide patrons of the Theatre a genuine choice to travel to the site through bus travel. The site therefore meets Policy TIN1.

Travel Plan

4.32 A Travel Plan (TP) is proposed and the Appellant is content that this should be conditioned as part of the Appeal. Within Policy TIN1 of the FLP, it states that "*Applications should be supported by a Travel Plan that will identify measures to facilitate and encourage the use of sustainable and active travel modes, thereby reducing the need to travel by motor vehicle.*"

4.33 A TP is a strategy for managing travel demand to a development site by addressing the travel needs of its future users, reducing the impact of car travel by promoting and facilitating the use of sustainable modes of transport, encouraging a reduced need to travel and increasing sustainable travel practices where appropriate. The overall aim of the TP will be to support a sustainable development by reducing the need for private car and single occupancy vehicle trips through highlighting and promoting the use of more sustainable travel methods.

Travel Plan Objectives

4.34 Specific to this TP, the objectives are:

- Reduce single occupancy vehicle trips and their subsequent impact on the local road network;
- Maximise the opportunities for travel by alternative means;
- Promote pedestrian and cycle routes both on and off-site;
- Promote local public transport; and
- Ensure safe and easy access for all site users

4.35 Meeting these objectives will help achieve a development that has a high standard of sustainable travel practices and a decreased reliance on the private car, thus reducing the impact of car travel on the local road network.

4.36 The measures proposed are strongly influenced by the site location, the TP aim, objectives and targets and the local and national policy. The measures set out in this section will be determined based on the potential for achieving a modal shift away from single occupancy private car use and will be in line with TIN1.

4.37 In order to meet the objectives of the TP it is essential that a number of tasks are completed, as outlined within the site's Action Plan **(Table 2)**. These include:

- Identify a point of contact for all queries
- Produce notice board and website material including:
- Walking and cycling routes;
- Bus stop locations, prices and times;
- Car sharing information and benefits

	Action
Preliminary Measures	-TPC to be appointed -LPA to receive TPCs contact details -Implement 'hard' measures (e.g. cycle parking) -Inform patrons of parking restrictions on and surrounding the site on the TFT website -Prepare noticeboard with relevant transport information
Walking/Cycling	-Promote local and national events/campaigns -Inform patrons of pedestrian and cycle routes -Maintain onsite pedestrian areas and cycle storage -Provision of bicycles where appropriate
Public Transport	-Provide up to date timetables -Consistent reviews of local travel infrastructure
Car Sharing	-Promote the benefits of car sharing to visitors -Provide information on how to make use of car sharing
Sustainable vehicle use	-Provide information on sustainable travel practices -Provision of information on the road network and fastest routes
Communication/Marketing	-Keep website up to date promoting sustainable travel -Keep noticeboard up to date

Table 2: Travel Pan Action Plan

4.38 The TP will summarise the local walking and cycle networks which this TP would promote to patrons and visitors. These will be detailed to patrons on Titchfield Festival Theatre's website and noticeboard. The attractiveness of the bus services, particularly those from the aforementioned bus stops in **Table 1** would be supported and promoted through tailored promotions.

4.39 Car sharing is a simple yet effective way of quickly reducing the number of single occupancy car trips, whilst bringing reductions in transport costs, congestion and pollution as well as social benefits including increasing interaction and creating a sense of community.

4.40 Liftshare is a well-established scheme and would be promoted to patrons through the website and notice board, to help them find potential lift sharing partners in the local area.

4.41 Hampshire County Council guidance suggests that the typical aim of a Travel Plan should be to reduce single occupancy car journeys.

Other considerations

4.42 Fareham Local Plan 2037, which was adopted in April 2023, includes Policy E4a, Land North of St Margaret's Roundabout for 4,000 sqm of employment . The Inspector concluded within her report (para 64) that "*the Development Strategy… will enable to delivery of sustainable development in accordance with national policy*". It can therefore be concluded that the proposed site allocation has been considered to be in a sustainable location by Fareham Borough Council. It is important to note this point as Fareham have stated within their enforcement notice and Statement of Case that the site is poorly accessible and fails to offer a genuine choice of mode of travel. In this context, Policy E4a is located circa 345m from the Titchfield Festival Theatre site, using the existing footways between the two locations. The above is shown in **Figure 6** below.

Figure 6: Site and Policy E4a

4.43 Having regard to the above, it is my opinion that the Appeal site is located within an existing sustainable location and can provide genuine and realistic opportunity for patrons and visitors to travel sustainably to the site. It has therefore been evidenced that the site complies with TIN1.

5. RFR2 CAR PARKING PROVISION

5.1 In this section I respond to the objection raised by FBC in regard to parking provision at the site is not acceptable which would have an unacceptable impact on highway safety. It should be noted again that the site has an extant lawful planning use for 2 theatres totalling 284 seats in addition to B1 and B8 use for 530sqm and should be taken into consideration when reviewing the level of car parking provision.

5.2 The Appellant will be looking to restrict the use of the Arden Theatre, the 463 seat theatre which is the subject of this enforcement notice appeal, to sole use and will not be used for performances when the Oak and Acorn Theatre, a combined 284 seats, have performances on. It is therefore appropriate to give significant weight to the fact that the site already has an established and lawful theatre use for 284 seats and additional commercial use. I have said at paragraph 3.1 that Unit B has been used for theatre-related purposes for a number of years. It is necessary to consider a lawful fallback development where the Ardern Theatre could be operated with a reduced number of seats within just the former Unit B area. This could bring increased activity in a 24 hour period as matinees in Oak and Acorn could be followed by evening performances in a reduced Ardern theatre. If a ground (A) appeal was successful, it would be advantageous to control the number of performances in the Ardern Theatre.

Parking Provision

5.3 FBC have a Non Residential Parking Standard (2015) which was published to replace the Hampshire County Council Parking Strategy and Standards (2002) as it had been withdrawn. However, the standards do not include Theatre use or a similar land use which can be easily compared. Hampshire County Council Parking Standards (2002) **Appendix D** included Theatre use within their standards which set a maximum level of parking provision at 1 parking space per 5 seats.

5.4 For wider context, 10 of the remaining 12 districts within Hampshire have adopted non-residential parking standards since the withdrawal of the 2002 Hampshire County Council Parking Standards 2002) with Winchester City Council and Portsmouth City Council being the exceptions. All contain a standard of 1 parking space per 5 seats, as listed below:

- Basingstoke and Deane Borough Council Parking Supplementary Planning Document (2018) (it should be noted that the standards also allow for 1 in 7.5 for urban areas)
- East Hampshire District Council vehicle Parking Standards Supplementary Planning Document (2018)
- Eastleigh Borough Council Parking Standards Supplementary Planning Document (Draft 2023)
- Gosport Borough Council Parking: Supplementary Planning Document (2014)
- Hart District Council Technical Advice Note (Cycle and car parking in new development) (2022)

- Havant Borough Council Parking Supplementary Planning Document (2016)
- New Forest District Council Parking Standards For Residential and Non-Residential Development (2022)
- Rushmoor Plan Car and Cycle Parking Standards Supplementary Planning Document (2024)
- Southampton City Council Parking Standards Supplementary Planning Document (2011) (it should be noted that the standards also allow for 1 in 15 seats for high accessibility areas)
- Test Valley Borough Council Adopted Local Plan 2011-2029 Annex G Parking Standards (2016)

5.5 Within a previous Appeal APP/A1720/A/12/2186833 (attached at **Appendix E**) it was recognised that Hampshire County Council Parking Standards (2002) were applicable for the existing and consented 284 seat theatres at a ratio of 1 space per 5 seats. This was agreed by the Inspector and Fareham Borough Council to be considered appropriate.

5.6 There has been no evidence presented by FBC to date which suggests that they wish to dispute or challenge the 1 parking space for every 5 seats.

5.7 In the absence of a theatre use parking standard by Fareham Borough Council and previously accepted parking provision, using Hampshire County Council Parking Standards (2002) it is my professional opinion that 1 parking space for every 5 seats is an appropriate maximum standard to use.

Proposed Parking

Titchfield Theatre Parking

5.8 40 car parking spaces can be provided on site as demonstrated on drawing 022.0032-0004 P02, found in **Appendix F**. This maintains access for fire tender vehicles to be able to access and egress the site in a forward gear. There are 9 spaces which are proposed as tandem spaces, i.e. are double stacked and the vehicles behind would not be able to egress the site until the vehicle in front had left. This principle of this has already been accepted by Fareham Borough Council highway officers through application P/12/0050/CU in their response dated February 14th 2012 which states that *"in terms of the parking layout, the majority of the parking spaces other than the disabled spaces are independently accessible. The fact that these spaces are not independently accessed, whilst perhaps creating an inconvenience if a vehicle is boxed in is not necessarily a highway problem*," this is found in **Appendix G**. Tandem parking has been limited and will be controlled via the proposed Car Park Management Plan which will be discussed later in this report.

St Margarets Nursery Parking

5.9 24 car parking spaces can be located within the St Margarets Nursery as demonstrated on drawing 022.0032.0004 P02 found in **Appendix F**. This parking has been in operation for a number of years and has worked successfully to accommodate car parking for the theatre use outside the nursery opening hours. The principal of this has been agreed through the previous Appeal APP/A1720/A/12/2186833

5.10 where the Inspector stated that "*In practice, it is more likely that any additional parking would take place at alternative premises where the appellants have made informal arrangements, or in other parts of the village where vehicles could be safely accommodated."*

Macfarlanes Car Park

55 car parking spaces are offered within the Macfarlanes Packaging car park served via Stephenson Road. This car park is existing and will be available for use for weekday evening performances and weekends. As explained in Section 4 paragraph 4.15, this car park is within suitable walking distance to the site and is currently used and promoted by Titchfield Festival Theatre.

Abbey Meadows Car Park

5.11 37 car parking spaces can be located within the St Margarets Nursery and is shown on drawing 022.0032.0004 P02 found in **Appendix F**. As explained in Section 4 paragraph 4.15, this car park is within suitable walking distance to the site and is currently used and promoted by Titchfield Festival Theatre. The car park is a public car park and associated with the Abbey Meadows which will have limited, if any use within the evenings and therefore it is my professional opinion that the number of spaces set out will be available at this time of the theatre.

5.12 The above parking numbers have been included within **Table 3.**

Weekday	Parking Spaces	1 space to 5 seats ratio
Titchfield Festival Theatre Car Park	40	200 seats
St Margarets Nursery Car Park	24	120 seats
Macfarlanes Packaging Car Park	55	275 seats
Abbey Meadows Car Park	37	185 seats
Total	**156**	**780 seats**

Table 3: Existing parking provision

5.13 Taking into account of the above **Table 3**, it can be shown that parking can be provided in line with 1 parking space for every 5 seats in land available to the Appellant and public car park which provides sufficient parking for the 463 seats of the Arden Theatre and the area which is subject to the Appeal.

5.14 It should be noted that planning application P/20/0055/FP, the Ferneham Hall redevelopment, FBC and HCC did not object to the use of public car parks and that patrons that travel by car, would have to walk from the car park to the venue.

Existing Highway Safety

5.15 To assess the existing safety conditions on the surrounding highway network, Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the latest available 5-year period. The data is available for the period between December 2018 – November 2023. This information is included as **Appendix H** and identifies one recorded collision along St Margarets Lane in the past five years. The serious incident occurred on 6th June 2023 at 17:35. The incident involved 2 vehicles, a parked vehicle facing southeast along St Margarets Lane and a cyclist that failed to notice the parked car and collided into the rear of the vehicle. The incident was a result of human error and factor for the incident was recorded as 'failed to look properly'. It should be noted that this accident occurred at 17:35 on a weekday and did not occur during peak times for the Titchfield Festival Theatre.

5.16 Further to this, CrashMap has been utilised to establish if any recorded accidents have occurred along St Margarets Lane since the Acorn and Oak theatres have been in use since July 2012. Two recorded incidents occurred since 2012, one on Wednesday January 14th 2015 at 11:15am and one on Sunday December 17th at 10.30am, with only the latter having occurred since the site was operational. Both of these occurred prior to any significant activity on site relating to the existing theatre uses. Based on the evidence above, in my professional opinion, there is no existing highway safety record or trends along St Margarets Lane that could be attributed to the existing theatre use, and in particular to arrive and departure times for patrons. Moreover, this indicates that the existing parking strategy that the existing theatres operate does not cause or give rise to highway safety concerns.

5.17 Over the 12 years that have been surveyed only 3 recorded accidents have occurred on St Margarets Lane in the vicinity of the development site. This equates to 1 accident every 44 months, or 3 and a half years. In addition to this, and significant weight should be given to this point, no accidents have occurred at the main peak times that Titchfield Festival Theatre operate. It is therefore my opinion that based on the evidence provided, there is no discernible trend of accidents which have occurred along St Margarets Lane that can be attributed to the existing theatre use, which to be clear is 284 seats, which would not be worsened by an additional 179 seats.

5.18 Having regard to the above it is concluded that existing level of parking provision for 284 seats and operation of the 284 seats has not resulted in any recorded accidents within the vicinity of the site. There have not been any trends which will be exacerbated by the increase in 179 seats and does not result in an unacceptable impact on highway safety as set out in NPPF para 115 and should not be refused. It is also evidenced that the existing uses does not result in a contradiction to Policy TIN2.

5.19 It is acknowledged that vehicular parking can occur along St Margarets Lane when some performances are particularly busy but should be noted that this does not happen for every performance as observed by myself on site (07.03.24).

5.20 When this parking does occur, due to the nature and existing widths of St Margarets Lane, vehicles do park over the existing footway on the western side of the carriageway. This will narrow the effective width of the existing carriageway and be under the suitable provisions established in guidance as set out in Section 4. It should be noted and significant weight be given to the fact that no recorded accidents have occurred along St Margarets Lane since the opening of the Titchfield Festival Theatre during performance times that can be attributed to parked cars along the western side of the carriageway and narrower footway.

5.21 Given the provision for car parking as set out within **Table 3** reflecting greater than the 1 space per 5 seats maximum standard, there should not be a requirement for cars to park on St Margarets Lane.

5.22 Observations by myself on site (07.03.24) have confirmed that some parking on street occurs for short term and required for drop off and pick up. At these times, there were free spaces within the site car park as evidenced within **Appendix I.** Parking on street is therefore a management issue rather than quantum issue.

5.23 To ensure that the existing footway width of 1.5m to 1.8m can be maintained and to ensure that vehicles cannot use St Margarets Lane to park their vehicles, it is proposed that parking restrictions in the form of double yellow lines are provided for circa 285m from St Margarets Roundabout to the north of the site, to south of the site, and a drawing can be found in **Appendix J**. The appellant is committed to paying a Traffic Regulation Order (TRO) fee to Hampshire County Council, should this be deemed necessary by the Inspector, through a Section 106 legal agreement.

5.24 The TRO will ensure that two vehicles can pass one another from the site to St Margarets roundabout as it will maintain the existing carriageway width of 4.9m at its narrowest as per Section 4 para 4.5, which allows two cars to pass as per Manual for Streets guidance.

5.25 Maintaining the existing suitable footway width will also make walking more attractive to pedestrians who are travelling to and from the site and promote active travel opportunities in line with Policy TIN1.

5.26 It should also be noted that I observed on site that parking on the public highway occurs outside of the theatre performance times (10.04.24) as shown in **Appendix K** and therefore is not theatre related so the perception that its all the fault of Titchfield Festival Theatre use is incorrect.

Management Plan and Measures

5.27 A Car Park Management Plan (CPMP) is a tool to manage parking demand by identifying the users of a parking area (staff, tenants, customers, deliveries) and planning for their respective parking needs. It aims to optimise space utilisation, enhance user experience, and ensure safety and security.

5.28 By adopting a proactive and organised approach, a CPMP aids in reducing congestion and providing a more manageable access and egress for patrons.

5.29 The CPMP has been developed in order to ensure that the car park does not have a detrimental impact on the operation of the local highway network.

5.30 The car park will be manned, and volunteers will monitor the number of vehicles that enter the car park to minimise any conflict between site users. Staff will stand adjacent to the entrance to the car park wearing high visibility jackets, both for safety and to make clear to site users who they can go to with questions. If the car park reaches full capacity, then staff members will inform site users of the other available car parks in the vicinity of the site. To be clear, the staff will not be on the public highway, but within private land and will not direct traffic on the public highway.

5.31 Within the site car park, the spaces shown hatched on drawing 022.0032-0004 P02, found in **Appendix F**, will be left free until all other spaces have been used on arrival. On leaving, these vehicles will be allowed to leave first in order to maintain a suitable aisle width for cars to manoeuvre appropriately.

5.32 Volunteer staff will be present at the car park from 1 hour before a show starts to be prepared for site users that turn up to the venue early. Staff will be back out to monitor the car park from 10 minutes before the show at the Theatre has finished will be present until every car has left the car park.

5.33 If there is a car already travelling along St Margarets Lane, staff will ensure that vehicles already on the highway network not associated with the Titchfield Festival Theatre will be given priority. If a queue begins to build up north of the site at the St Margarets Roundabout, then staff will temporarily prevent cars from leaving the car parks in order to help ease congestion on the highway. Staff presence before and after shows will ensure that the impact on the operation of St Margarets Lane is minimal as well as any potential conflict between visitors using the car park. They will also stop any vehicles parking along St Margarets Lane and direct them to the most appropriate car parking provision.

5.34 It is also important to note that there has been no objection from FBC in their Enforcement Notice with regards to traffic congestion.

5.35 It is envisaged that the CPMP can be secured by condition to ensure that it is complied with in perpetuity.

Land opposite Titchfield Festival Theatre Parking

5.36 Since the Appeal, a planning application has been submitted by the Appellant, P/24/0304/FP. This is for 97 car parking spaces to be used by the theatre at any time. This is not subject to this Appeal, however it has been demonstrated through the planning application that the proposed car park access and layout is in line with current standards, including Manual for Steets and Hampshire County Council Technical Guidance Note 3 Stopping Sight Distances and Visibility Splays (2018).

5.37 The car park will be accessed via a vehicle crossover from St Margarets Lane. A vehicle crossover is proposed and considered suitable for this location given the nature of the road and also the infrequent use of the proposed car parking area. The vehicle crossover will measure 6.0m in width and connect to the highway at 45 degrees. These geometries support two-way vehicle movements. The access and the tracking swept path analysis at the access is demonstrated in **Appendix L**. The existing access is demonstrated in **Photograph 1**.

Photograph 1: Existing Site Access

5.38 Visibility splays of 49m are required in the primary and secondary directions as calculated by the ATC survey recorded speeds and HCC's Stopping Sight Distance Calculator. Using HCC Technical Guidance Note 3, a vehicle crossover in a 30mph speed limit can be designed to have a 2m set back distance, which is shown in **Appendix L.**

5.39 It is shown in the visibility splay drawing that the splays can be contained within the public highway boundary and do not require any 3rd party land to accommodate the splays. Vehicular tracking has also been provided which shows that two large cars can pass one another through the access at a speed of 10mph. It is considered however, that due to the nature of this car park, the chances that two cars needing to pass at the access is considered low, as traffic flow will be highly tidal, i.e. most vehicles will be arriving at the same time before a show and most vehicles will depart after the show.

5.40 Taking the above into account, the level of parking provision is highlighted below in **Table 4.**

Weekday	Parking Spaces	1 space to 5 seats ratio
Titchfield Festival Theatre Car Park	40	200 seats
St Margarets Nursery Car Park	24	120 seats
Macfarlanes Packaging Car Park	55	275 seats
Land Opposite Site Car Park	97	485 seats
Abbey Meadows Car Park	37	185 seats
Total	253	1,265 seats

Table 4: Parking provision with Land Opposite Site

5.41 Whist there is sufficient capacity in the four car park areas as set out in **Table 3**, the use of this car park would negate the need for the Abbey Meadow Car Park. It is therefore my view that the development proposal would provide adequate provision for on-site parking.

5.42 There are also no observed or evidenced safety issues associated with existing on-street parking. In the event that the site resulted in displaced parking it is expected to be occasional, it is my view that it would not result in an unacceptable increase in on-street parking. In addition, the Titchfield Festival Theatre facility, including the consented operation, will implement a CPMP, which can be secured by planning condition.

5.43 In relation to parking, the proposal does not contradict local plan Policy TIN2, whilst NPPF Paragraph 115 states that an application should only be refused if there is an unacceptable impact to highway safety. In my view, from the evidence above, the development would not have a detrimental impact on highway safety with regard to car parking and therefore should not be refused. As explained above, Unit B has been used for theatre-related purposes for a number of years. It is necessary to consider a lawful fallback development where the Ardern Theatre could be operated with a reduced number of seats within just the former Unit B area. If a ground (A) appeal was successful, it would be advantageous to control the number of performances in the Ardern Theatre.

6. TRAFFIC GENERATION

6.1 FBC has not raised traffic generation or it's cumulative impact as a concern however this has been included because of the Ground A appeal which is in effect an application for planning permission.

6.2 In order to understand the likely multi-modal trip generation, the national TRICS database has been consulted for sites of a similar size, location and nature. It should be noted that Theatre use within the TRICS database is an archived land use and no surveys have been conducted since 2013. This is consistent with the Fareham Live (P/20/0055/FP) planning application and a TRICS assessment was requested by Hampshire County Council in their pre-application response dated 19th December 2019 and found in **Appendix M**. To provide a robust and consistent approach, the same methodology for assessing the impact of the theatre on the local highway network. It should be noted that HCC highways did not raise an objection to the methodology and stated that "*due to the timings of expected traffic relating to the proposals, it is not considered to have a severe impact on the local road network*" in their response dated 6th April 2020. The TRICS parameters have been adjusted to find comparable sites to that of Titchfield Festival Theatre.

6.3 To confirm the trips generated by the site the TRICS 7.11.1 database has been consulted for the following:

- Land Use 07 Leisure, Category W Theatre
- Multi Modal Trip Rates
- Sites in England, Scotland and Wales to ensure a large enough survey base
- Sites without Town Centre to replicate the development site
- Seat numbers between 187 and 1,915
- Weekday

6.4 The above parameters have resulted in one site in Gateshead which is considered broadly comparable to the Titchfield Festival Theatre. It should be noted that the remaining surveyed sites are all within large city centre locations and therefore are not considered appropriate. The TRICS results are contained within **Appendix N**. Gateshead was surveyed on a weekday, however they are trips per seat, and therefore considered appropriate.

6.5 The same methodology has been utilised as per the approved Fareham Live planning application in that the traditional network peak, 17:00-18:00, and the theatre peak, 22.00-23.00, have been presented to provide a trip generation rate. This was not raised as a concern by HCC as their role as the highway authority for this application and therefore is considered acceptable. This is shown below in **Table 5.**

	Network Peak (17:00-18:00)		Theatre Peak (22:00-23:00)	
	Arrivals	Departures	Arrivals	Departures
Vehicular Trips	0.016	0.000	0.000	0.316
Vehicle Trips (463 seats)	8	0	0	147
Vehicle Trips (179 seats)	3	0	0	57

Table 5: Weekday Vehicle Trip Rates

6.6 The above **Table 5** sets out that the Arden Theatres, 463 seats, will result in 147 departures within the theatre peak which is outside the traditional peak hour of the local highway network a negligible 8 trips may occur in the network PM peak. However, there is an existing lawful use for 284 seats within the Theatre and the Appeal site will only be adding 179 'new' seats to the theatre. Therefore, this results in only 3 additional vehicular trips within the traditional network peak hour and 57 vehicles in the Theatre Peak hour of 22:00-23:00.

6.7 It should be noted that given the existing parking strategy of the site, not all the above trips would be travelling to the site directly and would disseminate across the car parks in use.

6.8 Reflecting on Paragraph 115 of the NPPF, it is my view that this confirms there is not a 'severe' impact associated with the development when compared to both its historic and consented uses and the proposed use subject to the Appeal.

7. SUMMARY AND CONCLUSIONS

7.1 This Highway Statement has been prepared by Tom Fisher of Paul Basham Associates on behalf of the Appellant to support a planning appeal in relation to an enforcement notice served by Fareham Borough Council (FBC) against the Appellant.

7.2 The enforcement notice served by FBC in 22nd November 2023 raises two highway reasons for issuing the notice citing development being contrary to Policies TIN1 and TIN2.

- The theatre is a main town centre use located outside the urban area in an unsustainable and poorly accessible location. The development fails to promote sustainable and active travel modes, offer a genuine choice of mode of travel and reduce the need to travel by motorised vehicle;
- Parking provision at the site is not acceptable which would have an unacceptable impact on highway safety.

7.3 I have evidenced that the site provides genuine sustainable travel opportunities through existing walking, cycling and bus provision. This site will also provide a contribution towards modal filters along St Margarets Lane in line with Fareham Borough Council's LCWIP. Hampshire County Council are providing funds to allow for later timetabling of the X4 which will likely allow for evening use. All car parks for proposed use are with walking distances set out by national guidance and therefore are considered suitable for use.

7.4 It is my opinion that the Appeal site is located within an existing sustainable location and can provide genuine and realistic opportunity for patrons and visitors to travel sustainably to the site. It has therefore be evidenced that the site complies with TIN1.

7.5 I have evidenced that parking can be provided in line with 1 parking space for every 5 seats in land available to the Appellant and public car parks will provide sufficient parking for the 463 seats of the Arden Theatre and the area which is subject to the Appeal. The car parks will provide space for 780 seats. Should the live planning application for the car park opposite be provided, 1,565 seats can be provided.

7.6 The Appellant has agreed to fund a Traffic Regulation Order to prohibit parking along St Margarets Lane.

7.7 Over the 12 years that have been surveyed only 3 recorded accidents have occurred on St Margarets Lane in the vicinity of the development site. This equates to 1 accident every 44 months, or 3 and a half years. In addition to this, and significant weight should be given to this point, no accidents have occurred at the main peak times that Titchfield Festival Theatre operate. It is therefore my opinion that based on the evidence provided, there is no discernible trend of accidents which have occurred along St Margarets Lane that can be attributed to the existing theatre use, which to be clear is 284 seats, which would not be worsened by an additional 179 seats.

7.8 Having regard to the above it is concluded that existing level of parking provision for 284 seats and operation of the 284 seats has not resulted in any recorded accidents within the vicinity of the site. There has not been any trends which will be exacerbated by the increase in 179 seats and does not result in an unacceptable impact on highway safety as set out in NPPF para 115 and should not be refused. It is also evidenced that the existing uses does not result in a contradiction to Policy TIN2.

7.9 It is therefore my professional opinion that the two highway reasons contained within the enforcement notice are not substantiated and it can be evidenced that the operation of the Arden Theatre will not preclude sustainable travel opportunities or create adverse or significant highway safety concerns.

Appendix A

SOUTHAMPTON CITY COUNCIL FAREHAM BOROUGH COUNCIL Havant BOROUGH COUNCIL

Southampton, Fareham & Havant Legal Partnership
Southampton City Council
Civic Centre
Southampton SO14 7LY

The Secretary
Titchfield Festival Theatre Limited
71-73 St Margarets Lane
Titchfield
Fareham
PO14 4BG

Direct dial: 023 8083 2264
Please ask for: Hilary Hudson
Our Ref: HH/ENV-057341
Your ref:
Date: 22 November, 2023

Dear Madam,

Town & Country Planning Act 1990 - Section 172
Enforcement Notice: Land at 71-73 St Margarets Lane, Titchfield, Fareham, PO14 4BG

The Council has issued an Enforcement Notice relating to the above land and I now serve on you a copy of that Notice in view of your interest in the land. Copies of the Notice have been served on those persons listed on the attached sheet.

There is a right of appeal to the Secretary of State (at The Planning Inspectorate) against the enforcement notice. Unless an appeal is made, as described below, the notice will take effect on 29th December 2023 and you must then ensure that the required steps, for which you may be held responsible, are taken within the period(s) specified in the notice.

Please see the enclosed information sheet from The Planning Inspectorate which tells you how to make an appeal.

If you decide that you want to appeal against the enforcement notice you must ensure that you send your appeal soon enough so that normally it will be delivered by post/electronic transmission to the Secretary of State (at The Planning Inspectorate) before 29th December 2023.

Under section 174 of the Town and Country Planning Act 1990 (as amended) you may appeal on one or more of the following grounds:-

(a) that, in respect of any breach of planning control which may be constituted by the matters stated in the notice, planning permission ought to be granted or, as the case may be, the condition or limitation concerned ought to be discharged;
(b) that those matters have not occurred;
(c) that those matters (if they occurred) do not constitute a breach of planning control;
(d) that, at the date when the notice was issued, no enforcement action could be taken in respect of any breach of planning control which may be constituted by those matters;
(e) that copies of the enforcement notice were not served as required by section 172;
(f) that the steps required by the notice to be taken, or the activities required by the notice to cease, exceed what is necessary to remedy any breach of planning control which may be constituted by those matters or, as the case may be, to remedy any injury to amenity which has been caused by any such breach;
(g) that any period specified in the notice in accordance with section 173(9) falls short of what should reasonably be allowed.

Not all of these grounds may be relevant to you.

If you appeal under Ground (a) of Section 174(2) of the Town and Country Planning Act 1990 this is the equivalent of applying for planning permission for the development alleged in the notice and you will have to pay a fee of £924. You should pay the fee to Fareham Borough Council (made payable to Fareham Borough Council). Joint appellants need only pay one set of fees.

If you decide to appeal, when you submit it, you should state in writing the ground(s) on which you are appealing against the enforcement notice and you should state briefly the facts on which you intend to rely in support of each of those grounds. If you do not do this when you make your appeal the Secretary of State will send you a notice requiring you to do so within 14 days.

If you do not appeal against this enforcement notice, it will take effect on the date specified in paragraph 7 of the notice and you must then ensure that the required steps for complying with it, for which you may be held responsible, are taken within the period specified in paragraph 6 of the notice. Failure to comply with an enforcement notice, which has taken effect, can result in prosecution and/or remedial action by the Council.

Yours faithfully

H. Hudson.

Hilary Hudson
Solicitor

If you would like this letter sent to you in another format or language, please contact the number at the top of this letter.

Enforcement Notice: Land at 71-73 St Margarets Lane, Titchfield

Enforcement Notice served on the following:

- Graham Paul Alexander, 3 Acorn Business Centre, Northarbour Road, Cosham, Portsmouth, PO6 3TH
- Keith Edward Welch, 3 Acorn Business Centre, Northarbour Road, Cosham, Portsmouth, PO6 3TH
- Ian Charles Welch, 3 Acorn Business Centre, Northarbour Road, Cosham, Portsmouth, PO6 3TH
- MK Trustees UK Limited t/a JLT Premier Pensions at Lakeside House, Shirwell Crescent, Furzton, Milton Keynes, MK4 1GA
- The Secretary, Titchfield Festival Theatre Limited, The Great Barn, The Lodge, Mill Lane, Titchfield, Fareham, Hampshire, PO15 5RB
- The Secretary, Titchfield Festival Theatre Limited, 71-73 St Margarets Lane, Titchfield, Fareham PO14 4BG
- The Secretary, Unity Trust Bank plc, Four Brindleyplace, Birmingham, B1 2JB
- Assistant Director Legal Services and Monitoring Officer, Hampshire County Council, The Castle, Winchester, SO23 8UJ

FAREHAM
BOROUGH COUNCIL

IMPORTANT: THIS COMMUNICATION AFFECTS YOUR PROPERTY

TOWN AND COUNTRY PLANNING ACT 1990
(AS AMENDED BY THE PLANNING AND COMPENSATION ACT 1991)

ENFORCEMENT NOTICE

ISSUED BY: FAREHAM BOROUGH COUNCIL ("the Council")

1 **THIS NOTICE** is issued by the Council, because it appears to them that there has been a breach of planning control, within paragraph (a) of section 171A(1) of the above Act, at the land described below. They consider that it is expedient to issue this Notice, having regard to the provisions of the development plan and other material planning considerations. The Annex at the end of the notice and the enclosures to which it refers contain important additional information.

2 **THE LAND TO WHICH THE NOTICE RELATES**

Land at 71-73 St Margarets Lane, Fareham, PO14 4BG, shown edged red on the attached plan ("the Land").

3 **THE MATTERS WHICH APPEAR TO CONSTITUTE THE BREACH OF PLANNING CONTROL**

Without planning permission,

- the material change of use of the Land to theatre use (sui generis); and
- an engineering operation to excavate and create an underground area beneath the Land.

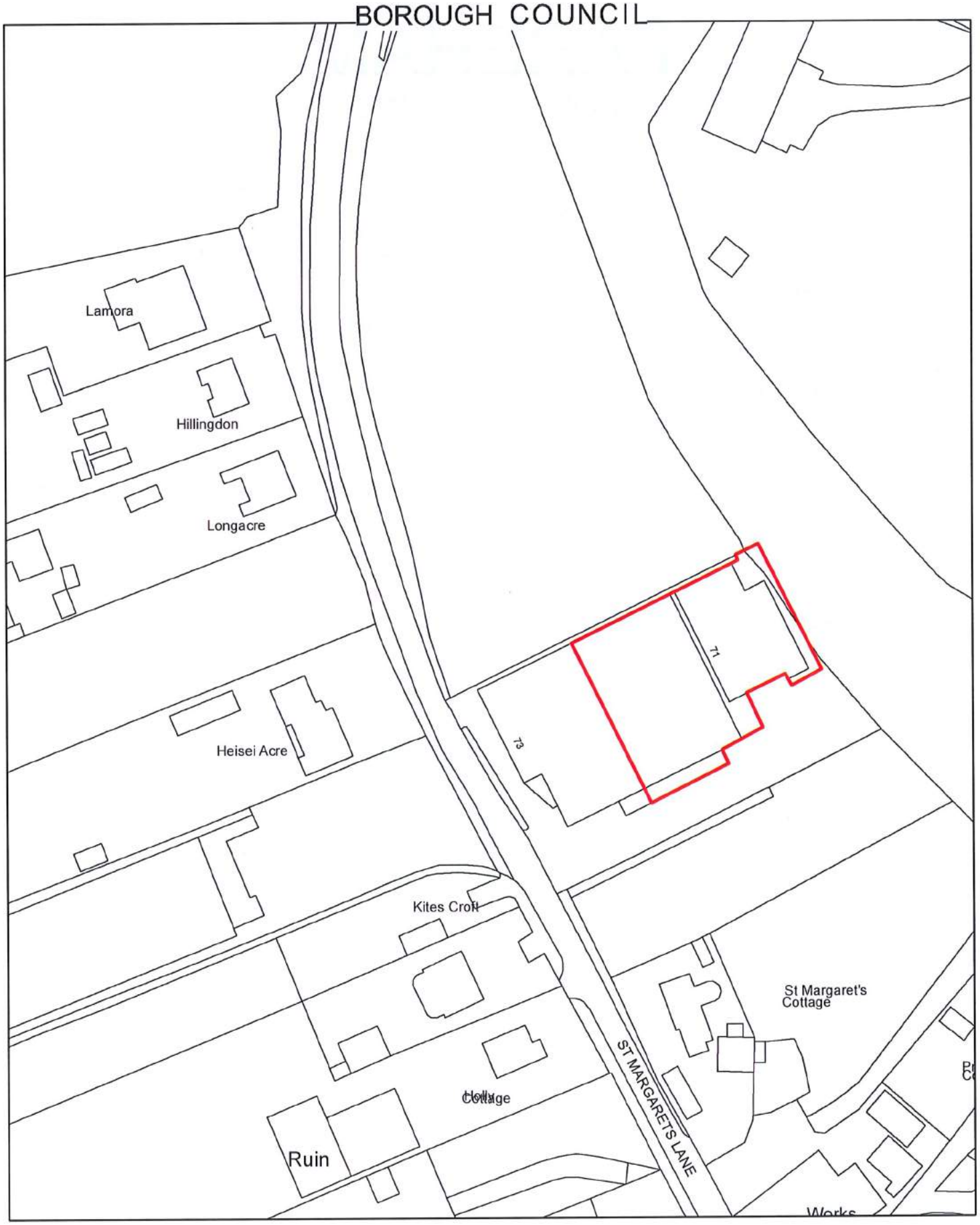
4 **REASONS FOR ISSUING THIS NOTICE**

It appears to the Council that the material change of use of the Land to a theatre use has occurred within the last ten years.

It appears to the Council that the engineering operation to excavate and create an underground area beneath the Land has occurred within the last four years.

The development is contrary to Policies DS1, R2, D2, TIN1 and TIN2 of the Fareham Local Plan 2037 and is unacceptable in that:

FAREHAM
BOROUGH COUNCIL



71/73 St Margarets Lane
Titchfield

Scale 1:1,000

N

a) The theatre is a main town centre use located outside the urban area in an unsustainable and poorly accessible location. The development fails to promote sustainable and active travel modes, offer a genuine choice of mode of travel and reduce the need to travel by motorised vehicle;

b) It has not been demonstrated that the development meets a demonstrable need for the use in this location and that there are no alternative sites in the centres or parades that are available, suitable or viable that could be considered sequentially preferable to the development site. It has not been demonstrated that the development would not cause significant harm to, or have a significant adverse effect on the vitality or viability of, the Borough's centres or parades;

c) The development would result in a significant increase in noise from patrons arriving and leaving the building which would have an unacceptable adverse environmental impact on neighbouring occupants. Furthermore, in the absence of details of acoustic insulation measures for the building, the noise emanating from the building would have an unacceptable adverse environmental impact on neighbouring occupants; and

d) Parking provision at the site is not acceptable which would have an unacceptable impact on highway safety.

The engineering operation to excavate and create an underground area beneath the Land is not in itself harmful but is associated with and necessary to the material change of use of the Land to use as a theatre. Its continued presence undermines the ability of the Land to be restored to a lawful use.

The Council does not consider that planning permission should be given, because planning conditions could not overcome these objections to the development.

5 WHAT YOU ARE REQUIRED TO DO

(i) Cease the use of the Land as a theatre;

(ii) Backfill the excavated underground area beneath the Land with a suitable inert material (such as compacted aggregate, soil, or similar) to ground level;

(iii) Dismantle the stage;

(iv) Remove the seating;

(v) Dismantle the lighting rig and PA or other sound equipment; and

(vi) Remove the resultant materials from carrying out steps (iii), (iv) and (v) from the Land except to the extent that those materials are solely being stored on the Land.

6 TIME FOR COMPLIANCE

- Step (i): two months after this Notice takes effect; and
- Steps (ii) – (vi): three months after this Notice takes effect.

7 WHEN THIS NOTICE TAKES EFFECT

This Notice takes effect on 29th December 2023, unless an appeal is made against it beforehand.

Dated: 22nd November 2023

Signed .....

DIRECTOR OF GOVERNANCE, LEGAL & HR
RICHARD IVORY, Solicitor
Southampton, Fareham & Havant Legal Services Partnership
Southampton City Council
Civic Centre
Southampton SO14 7LY

ANNEX

YOUR RIGHT OF APPEAL

You can appeal against this notice, but any appeal must be received, or posted in time to be received, by the Secretary of State before the date specified in paragraph 7 of the notice. The enclosed information sheet from The Planning Inspectorate sets out how to do this. Read it carefully.

WHAT HAPPENS IF YOU DO NOT APPEAL

If you do not appeal against this enforcement notice, it will take effect on the date specified in paragraph 7 of the notice and you must then ensure that the required steps for complying with it, for which you may be held responsible, are taken within the period(s) specified in paragraph 6 of the notice. Failure to comply with an enforcement notice, which has taken effect, can result in prosecution and/or remedial action by the Council.

Customer Support Team
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN

Direct Line 0303-444 5000
Email enquiries@planninginspectorate.gov.uk

THIS IS IMPORTANT

If you want to appeal against this enforcement notice you can do it:-

- on-line at the Appeals Casework Portal (https://acp.planninginspectorate.gov.uk/); or
- sending us enforcement appeal forms, which can be obtained by contacting us on the details above.

You MUST make sure that we RECEIVE your appeal BEFORE the effective date on the enforcement notice.

Please read the appeal guidance documents at https://www.gov.uk/appeal-enforcement-notice/how-to- appeal.

In exceptional circumstances you may give written notice of appeal by letter or email. You should include the name and contact details of the appellant(s) and either attach a copy of the Enforcement notice that you wish to appeal or state the following:

- the name of the local planning authority;
- the site address; and
- the effective date of the enforcement notice.

We MUST receive this BEFORE the effective date on the enforcement notice. This should immediately be followed by your completed appeal forms.

Appendix B


60
STANLEY
30m


70
80


DISTANCE MEASURING


AIRAJ
DMW-2
0 0 0 0 5 9
DISTANCE MEASURING WHEEL 99999.9M


AHC
30 TFSI


AIRAJ
DMW-2
DISTANCE MEASURING WHEEL 99999.9M


Please
DON'T PARK
ON GRASS
PAWS


AIRAJ
DMW-2
0 0 0 5 A
DISTANCE MEASURING WHEEL 99999.9M

AIRAJ
DMW-2
0 0 0 0 5 8
DISTANCE MEASURING WHEEL 99999.9M

AIRAJ
DMW-2
00005
DISTANCE MEASURING WHEEL 99999.9M


AIRAJ
DMW-2
DISTANCE MEASURING WHEEL 99999.9M


AIRAJ
DMW-2
00049
DISTANCE MEASURING WHEEL 99999.9M


St. Margaret's
Nurseries
ONLY-NOTURNING
St. Margaret's
Nurseries

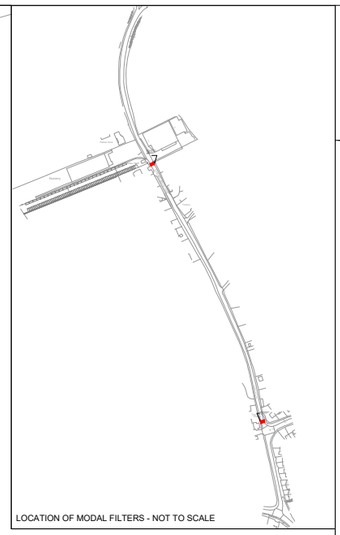

AIRAJ
DMW-2
000064
DISTANCE MEASURING WHEEL 99999.9M


"All the world's a stage,
and all the men & women
merely players"

Appendix C

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS "CONSTRUCTION". PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.



NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	26.04.24	TAF	MDS

Date Created	Drawn By	Approved By	Suitabilty Code
26.04.24	TAF	MDS	-

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PBA Drawing No: 022.0032-0005

Revison: P01

Project Name: TITCHFIELD FESTIVAL THEATRE, ST MARGARETS LANE

Project Phase: PRELIMINARY

Title: INDICATIVE LOCATIONS OF MODAL FILTERS

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Client: PRIVATE CLIENT

QMS2011/v8/210723/JM

Appendix D

HAMPSHIRE PARKING STRATEGY AND STANDARDS

SPRING 2002

Hampshire County Council

This strategy was adopted by Hampshire County Council in February 2002 as Supplementary Planning Guidance to support policy T2 of the Hampshire County Structure Plan 1996-2011 (Review) for application within the area covered by the County Council.

The approach outlined in this strategy has been approved by Southampton City Council and Portsmouth City Council.

The County Surveyor
Hampshire County Council
The Castle
Winchester
Hampshire
SO23 8UD

City Engineer
Portsmouth City Council
Civic Offices
Guildhall Square
Portsmouth
PO1 2AS

Director of Development
and Sustainability
Southampton City Council
Marland House
Southampton
SO14 7PQ

1 Introduction

1.1 Car parking is important as it is a key factor in determining travel choices, and is a major user of land resources. This document sets out a revised strategy and a set of parking standards for Hampshire. The need for parking restraint has been recognised by Central Government in the Transport White Paper, Regional Planning Policy and Planning Policy Guidance. The Road Traffic Reduction Act (1997) requires local authorities to assess traffic conditions and set targets for future traffic levels. The Hampshire County Structure Plan policy T2 states that:

- *Within the integrated transportation strategies, parking policies will be promoted with the aim of reducing the dependency on car use and encouraging the use of alternative modes of transport.*
- *Development proposals will be required to conform to parking policies and standards which will take into account strategic and local objectives.*

1.2 All car journeys start and end at a parking space. It is useful to consider them as three main types:

- **On-street.** This may be controlled either by the police or by council enforcement officers.
- **Public off-street spaces.** These are parking areas available to the public, usually at a cost related to the length of stay. Either the local authority or a private company may control the facility.
- **Private off-street spaces.** These are privately owned parking areas, for use by private residents or associated with employment, retail or leisure locations.

1.3 The Local Transport Plans (LTPs) for Hampshire, Southampton and Portsmouth provide a framework for policies and set targets to tackle traffic congestion problems. For example, the Hampshire LTP seeks to halve the rate of traffic growth by 2020. To achieve this target will require a modest shift in travel behaviour, and the implementation of a package of restraint measures. Car parking is just one such measure. If a restriction in parking spaces is balanced by greater availability of alternative transport modes, then car use can be reduced.

1.4 There are also considerable pressures for new housing and commercial developments in Hampshire that will add to road traffic problems. If development can be sited to minimise travel demand, shorter journeys can be made by means other than the car, such as walking or cycling, with high quality public transport available for longer trips.

1.5 Until recently, parking provision has been quoted in terms of the minimum number of spaces required. In the new *Hampshire Parking Strategy and Standards*, the number of spaces is quoted as a maximum to avoid over-provision. The actual numbers will depend on a site's accessibility by alternative modes (for example, public transport). An accessibility map of Hampshire, showing public transport levels at different times or days of the week, is on the County Council's website (www.hants.gov.uk/carparking). It provides a guide to accessibility, but local planning authorities may choose to measure relative accessibility by other means. Generally, developments that are well served by alternative modes, or which are planned to be well served, can expect fewer car parking spaces. The Strategy and Standards should not be regarded as encouraging development in less accessible areas where a higher level of car parking might be felt appropriate. For example, PPG6 (Town Centres and Retail Development) applies a sequential approach to all retail proposals, with town centre locations at the top of the preference scale and out-of-town development near the bottom. Developments remain subject to designations in the Local Plan, and the local planning authority can advise on the relative accessibility of different areas.

2 Background information

Roles of the different organisations involved in parking

2.1 These are:

- **Department of Transport, Local Government and the Regions (DTLR) –** the department that advises Central Government on setting a framework of national policy
- **South East England Regional Assembly (SEERA) –** the regional planning body responsible for producing regional planning guidance, including advice to local authorities in preparing policies and standards for car parking
- **Hampshire County Council –** as the transport and strategic planning authority for the county, Hampshire County Council (with Southampton and Portsmouth City Councils) prepares the Hampshire County Structure Plan, draws up the LTP and maintains the fabric of the county's road network
- **the City Councils of Southampton and Portsmouth –** unitary authorities with similar policy commitments to the County Council and district councils
- **district councils –** control parking provision through the planning process, manage public car parks and enforce parking law in decriminalised parking areas
- **Hampshire Constabulary –** enforces on-street parking law in traditional parking areas except where district councils have taken on the function (see above)
- **private parking operators of public car parks –** provide parking spaces for public use as a commercial enterprise
- **private parking space owners –** generally provide private parking facilities for their own customers and staff.

The established procedure for determining parking levels now needs to reflect current transport planning practice.

3 Time for change

3.1 The 1991 Parking Standards were originally established to provide minimum levels of car parking. In practice, this approach provided larger car parks than were needed and was wasteful of land. More recently, these standards have been interpreted by local planning authorities as maximum levels for parking provision. The introduction of LTPs provides the opportunity to address the approach to car parking with current transport policy.

3.2 The first LTPs were published in July 2000 and cover a five-year period from April 2001 to March 2006. LTPs represent one of the cornerstones of the Government White Paper, which emphasises a new direction for transport. Central Government guidance on producing an LTP stated *"…planning policies on parking need to minimise the level of parking associated with development and through the adoption of maximum standards in development plans, and through lower provision (and in certain circumstances no parking) in locations more accessible by other modes or which can be made more accessible…"* The publication of Planning Policy Guidance 13 – Transport (March 2001) strengthened Central Government guidance on the management of parking provision in relation to public transport accessibility.

3.3 Within Hampshire the LTP brings together ten separate Area Transport Strategies, each of which includes parking proposals. The County Council, unitary authorities and district councils are working together to tackle traffic congestion and pollution, reduce the need for travel, improve travel choice, reduce the growth of road traffic and improve alternative modes of transport that are less environmentally damaging than the car. These authorities have developed this parking policy and parking standards to help establish consistency across the county and yet be flexible to local circumstances.

Pedal cycle and motorcycle parking

3.4 As well as an updated standard for cars, a minimum amount of parking space should be allocated to pedal cycles and motorcycles. The proposed parking standards for pedal cycles are assessed according to land use (the type and size of development); they aim to encourage cycling by providing adequate spaces and facilities. In addition to adequate cycle parking, facilities should be provided for motorcycle parking in all non-residential developments. Parking facilities for pedal cycles and motorcycles should be close to pedestrian access points to buildings. Further advice on pedal cycle and motorcycle parking is at the end of this document.

4 Parking strategy: policies and proposals

4.1 The parking strategy aims to help tackle congestion as part of a sustainable transport system through the following seven main parking policies.

Policy 1: Effectively manage and coordinate the existing on- and off-street public car parking stock through measures including the supply of spaces, maintenance, charging and enforcement:
Proposal 1a: Manage efficiently the publicly owned on- and off-street public parking stock to avoid over-provision and support its use by the intended categories of users. Work with private and public owners of public off-street car parks to assist in achieving the objectives of the relevant Area Transport Strategy.
Achieving and maintaining the balance of supply and demand in the total number of spaces are important factors in providing for local transport needs.

Proposal 1b: Reduce long-stay parking for the workplace and give greater priority to adequate parking for shorter-stay purposes such as shopping and visiting.
As part of the Area Transport Strategy proposals, include parking for shorter-stay users such as shoppers while restricting long-stay parking for commuters, particularly in urban centres where alternative modes of transport are available. Clearly, longer-term parking is needed at transport interchanges, notably rail stations.

Proposal 1c: Apply levels of parking charges that assist in meeting the Area Transport Strategy objectives.
Set parking charges set at appropriate levels for the local area to help balance parking supply and demand, bearing in mind the Area Transport Strategies and charges as a whole within Hampshire. The parking authorities will seek to ensure a consistent approach to charging levels.

Proposal 1d: Enforce parking regulations effectively and where appropriate introduce measures to assist in enforcement such as Special Parking Areas and decriminalisation of parking.
Without enforcement of parking regulations, both Parking and Area Transport Strategies could be undermined.

Proposal 1e: Implement park-and-ride facilities where appropriate to the Area Transport Strategy.
This applies to bus and rail-based park and ride, and to informal car-sharing locations where overall car-trip mileage can be reduced.

Policy 2: Encourage reductions in existing privately owned non-residential car parking spaces, or the usage of these spaces, or both:
Proposal 2a: Introduce company travel plans, school travel plans and other initiatives to reduce the need for or usage of parking spaces.
Encourage employers, schools, colleges and similar establishments, through community and public involvement, to achieve a voluntary reduction of car usage and parking demand.

Proposal 2b: Consider the introduction of workplace parking charges at an appropriate time.
This may provide an opportunity to influence travel costs to users of private non-residential parking spaces, which form the majority of parking stock in most urban centres; the aim is to encourage the use of alternative modes of travel. Workplace parking charges are likely to be linked with company travel plans in an integrated strategy.

Policy 3: Introduce *Hampshire Parking Standards* to car parking associated with land use development:
Proposal 3a: Apply 'Hampshire Parking Strategy and Standards', the local maximum car parking standards, to developments.
New parking standards are proposed for all new developments and are defined in Appendix 1. *Hampshire Parking Strategy and Standards* aims to provide a robust but flexible approach to setting standards for the county and the two unitary cities. For example, more stringent parking standards are proposed for developments that have better access by public transport and other non-car modes. In the medium to long term this approach is expected to influence travel behaviour significantly, particularly in the Major Development Areas. Figure 1 illustrates peak time public transport accessibility. The accessibility level, with several secondary considerations such as economic or environmental conditions, will reflect the varied nature of Hampshire.

Proposal 3b: New development areas should assist in achieving the Area Transport Strategy objectives and the developer will normally be required to provide financial support for alternative transport provision.
This should be read with proposal 3a and guidance in producing a transport assessment for new development proposals, as indicated in Section 23 of Planning Policy Guidance (PPG) 13. Developers will normally be asked to contribute to help make the development work effective by providing new transport facilities alongside a more balanced provision of parking. Contributions from private funds may be needed for public transport, cycling, pedestrian facilities and other elements of the appropriate Area Transport Strategy.

Proposal 3c: Existing public parking stock with spare capacity within a reasonable walking distance of development proposals will be taken into account in the overall maximum parking provision.
This will apply mainly in urban areas, and ensures that additional parking spaces are not needlessly added where existing public parking stock is available. Similarly, where a parking area can be shared without conflict (eg used for different purposes at different times of day or days of the week), it is better to avoid duplication and apply only the standard that will provide the greater single number of spaces.

Proposal 3d: Where existing non-residential land use is extended or there is a change of use, 'Hampshire Parking Strategy and Standards' apply to the entire site.

Proposal 3e: When considering the parking requirements of additional development on a site, subject to an application for planning permission, it is necessary to take into account the entire parking stock on the site. Where the additional development is more than 10% of existing floorspace, and there will be more than 50 employees on the entire site, the whole site will become subject to a company travel plan.
These proposals require that a developer seeking planning permission on an existing site for, say, an extension, would have to take into account all parking already available on the site. The existing site is expected to be subject to a company travel plan if it is an appropriate land use and exceeds the thresholds in Appendix 1, Table B.

Proposal 3f: Developers are required to commit themselves to producing and implementing company travel plans with development proposals to reduce car travel to work and journeys in the course of work.
For non-residential uses, company travel plans or site travel plans will be required for sites above the thresholds specified in Table B of the *Hampshire Parking Standards.* The local planning authority may also require a plan for smaller sites below those thresholds.

Policy 4: Provide adequate cycle parking provision and facilities for cyclists:
Proposal 4a: Apply the cycle parking standards specified in 'Hampshire Parking Standards'.
New developments are required to include at least the level of cycle parking and facilities specified according to type of land use in the *Hampshire Parking Strategy and Standards* (short stay and long stay). For workplaces and some other land uses, secure covered spaces with lockers and changing facilities will also be expected, subject to the transport assessment.

Proposal 4b: Introduce more cycle parking.
This can be achieved through voluntary means such as the company and school travel plans referred to in Policy 2 above. Local cycle policies and proposals in the Area Transport Strategy should also be taken into account when providing additional cycle facilities in public places.

Policy 5: Ensure changes to parking provision do not undermine the economic viability of areas or adversely affect local roads and the environment:
Proposal 5a: Parking provision and charges should be designed not to undermine the vitality and economic viability of cities, towns and villages.
The effect of parking provision and charges on the local economy is a 'local factor' identified in *Hampshire Parking Standards.* The level of parking is based mainly on levels of accessibility to non-car modes, but can be modified for local factors such as economic conditions. This allows the local planning authorities some flexibility to increase or reduce the maximum parking provision according to economic conditions in their area. This flexibility will normally apply only to retail and employment land uses.

Proposal 5b: Parking facilities to be designed to have minimal adverse impact on the physical environment.
The environmental characteristics of a location such as a conservation area, can reduce the maximum number of parking spaces identified in the *Hampshire Parking Strategy and Standards*. This allows the local authorities some flexibility to reduce the maximum parking provision to take account of environmental conditions in the area, for example air quality, surface water run-off or flooding, and visual quality.

Proposal 5c: Apply suitable enforcement measures for existing users where the restriction of on-site car parking is likely to result in an unacceptable overspill onto neighbouring streets.
The application of *Hampshire Parking Standards* might prompt drivers to park in neighbouring residential or other streets. Where appropriate, developers will be required to monitor potential parking difficulties and, if necessary, help pay for parking controls to maintain existing arrangements. Enforcement techniques may include establishing residents' parking areas, controlled parking zones or waiting restrictions enforceable by traffic regulation orders.

Policy 6: Promote high quality facilities for people with mobility impairments in all parking areas:
Proposal 6a: Within parking areas, provide facilities for people with mobility impairments who need to use a private car.
For many people with disabilities, community transport can provide an acceptable door-to-door service. Where this is not available and they use a car, they will need suitable facilities at the car parking location.

Proposal 6b: All new parking areas to provide for mobility-impaired people, as set out in national standards.
Parking spaces for people with disabilities should be designed to take account of best practice and guidance (see Appendix 1).

Policy 7: Improve safety and personal security standards in parking areas:
Proposal 7a: The layout and design of parking areas to be set out in a safe manner to minimise personal injury accidents.
Parking areas must provide safe conditions for all users, notably car drivers, pedestrians, motorcyclists and pedal cyclists. Facilities for service vehicles or those delivering or removing goods from premises should be segregated from the parking areas as far as possible to avoid conflict and prevent their use as overflow parking areas. Refer to the *Hampshire Design Guide* for residential areas and to best practice elsewhere.

Proposal 7b: The layout and design of parking areas to be set out with regard to personal security and security against theft.
Refer to guidance on *Personal Security in the Pedestrian Journey* by the DTLR and best practice elsewhere. Personal security considerations are important and measures such as good lighting and video surveillance are strongly recommended.

5 Parking standards

5.1 The *Hampshire Parking Standards* are tabulated in Appendix 1. These standards apply to **new** provision and aim to encourage the use of other modes of transport. The process does not seek to be retrospective and therefore **will not** affect existing levels of parking except in cases covered by proposals 3d and 3e.

5.2 The approach seeks to apply a different set of standards for new developments, depending on the availability of alternative means of transport to the car and on local characteristics. However, in areas where there are few realistic alternatives, the car will inevitably remain the dominant means of transport. In settlements where public transport, cycling or walking are available as a choice, more restrictive parking provision will be applied. For example, the Major Development Areas will be planned with high public transport accessibility and more stringent parking limits.

5.3 A detailed and extensive public transport accessibility model has been developed for the County Council, districts and unitary authorities. Where the model is not used, other means of measuring accessibility may be appropriate. This will assist in determining the maximum level of parking provision. Other factors that will influence the parking limit include the availability of existing public car parking spaces nearby, environmental effects, the local economy and pedestrian and cycle access.

The scope for reducing the maximum parking limit depends on the type of land use, as listed in Appendix 1. The highest percentage reduction is for parking at the workplace, since this offers the greatest scope for tackling regular, peak-hour traffic congestion.

Reduction in car parking for levels of accessibility by land use

Land use	**Parking standard for least accessible location**	**Reduced parking standard for highly accessible location**
Retail	**100%**	**75%**
Residential, education, health, leisure	**100%**	**50%**
Employment	**100%**	**30%**

5.4 The car parking limits shown in Appendix 1 assume the lowest level of accessibility as a standard. However, parking spaces will be reduced where better levels of accessibility are provided, or can be delivered as a result of the development. Parking limits at the various land uses are to be reduced by different degrees to take account of their accessibility to non-car modes and to contribute to traffic reduction. For example, parking limits at workplaces can go down to 30% of the maximum, since this can generally improve peak-hour travel conditions and conforms with the recommended range specified in Regional Planning Guidance (RPG 9) for the South East Region (March 2001), Policy T3. In the very highest range of accessible locations (for example, close to public transport interchanges), zero parking may be appropriate.

5.5 Where any development includes two or more land uses to which different parking standards apply, the relative demands of each use for parking should be assessed in proportion to the extent of the respective use. Developers are encouraged to make best use of any shared parking areas (for example, by time of day/day of week) where this can be achieved without difficulty.

6 Conclusion

6.1 *Hampshire Parking Strategy and Standards* has been developed by the County Council working in partnership with the unitary city councils and district councils. It accords with national guidance and complements Area Transport Strategies and development plans. The strategy was the subject of consultation with those who have an interest in the role of parking as part of a sustainable economy and environment for Hampshire.

6.2 The future management of parking facilities in Hampshire should be seen as part of a balanced transport strategy. A key factor in setting parking levels is the availability, or planned availability, of alternative means of transport. In some cases this will include minimising parking provision and, where appropriate, setting charges at a level that could influence choice of transport mode.

6.3 Hampshire Parking Strategy and Standards has been adopted as Supplementary Planning Guidance to the Hampshire County Structure Plan (Review). The strategy will continue to be reviewed from time to time to reflect circumstances as they may change in the future.

NB. MAPS TO BE INCLUDED (5no) – SUPPLIED BY Lia Evans (IT SERVICES)

Text to be included for each map:

This map is intended for use as a guide only and should not be relied upon completely when considering the question of accessibility. More accurate data will be available from the local planning authority.

NOTES FOR APPLYING PARKING STANDARDS

1 The Parking Standards 2002 are detailed in the following tables:

Table number	
A	Percentage of parking limit reduction by land use
B	Summary of thresholds for transport assessments and site travel plans
1	Residential
2	Commercial development
3	Retail
4	Educational establishments
5	Health establishments
6	Care establishments
7	Leisure facilities
8	Miscellaneous commercial developments

2 Car parking – How to calculate the parking allocation for a development

The application of maximum parking standards conforms to the requirements of PPG 3, para. 51 and 60; and PPG 13 para. 51.
The main factor will be accessibility of the site, upon completion, by non-car modes. An indication of current levels of accessibility (before any development-related enhancement) is on the County Council website. As a general rule, areas of high accessibility are served by at least six buses an hour within 500 metres and good cycling and pedestrian facilities. Developments in such accessible locations warrant less car parking than is shown under the maximum parking limit. For more guidance, please refer to your local planning authority.

Several local factors can also influence the calculation of the parking allocation. For example:

1. Area of economic regeneration or constraint. Reduced parking will apply in constraint areas while regeneration areas may warrant a slight increase in parking.
2. Zone characteristics. Historic town centres, other environmentally sensitive locations, or specific locations that have particular Road Traffic Reduction Act targets will warrant reduced parking allocations.
3. Self-containment. Reduced parking may be justified in highly self-contained areas, while a reduction may be inappropriate where it is less self-contained, eg a location competing with a neighbouring area.
4. Cycle accessibility. Where there is high cycle accessibility planned or in use, reduced parking will apply.

Other parking in the locality must also be considered.

The calculation of parking spaces to be allocated for a development should take account of two further factors:

1. Existing public parking stock with spare capacity within walking distance of the development site should be included in the overall maximum parking provision.
2. Additional development on a site will mean the entire parking stock being brought into account.

3. Levels of adjustment in the parking allocation

The reduction in parking allocation varies at different rates according to land use.

Table A: Percentage of parking limit reduction by land use

Land use	Maximum parking limit	Reduced parking in areas of high accessibility
Retail	100%	75%
Residential, education, health, care, leisure	100%	50%
Employment (inc. non-residential care staff)	100%	30%

Where there is most accessibility (for example, close to transport interchanges), zero parking will be encouraged if local circumstances permit.

4 Parking for pedal cyclists and motorcyclists

Minimum cycle parking standards are indicated on the attached tables by land use. It is expected that at least the specified level should be provided. For more details on cycle provision, in particular short- and long-stay facilities, refer to 'Cycle Parking Standards - Accompanying Advice' at the end of this document. Generally, for motorcycles – except in residential land uses – one space is to be provided for every 25 car parking spaces.

5 Parking for people with disabilities

Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses, disabled people's car parking spaces should be counted as 5% of the total allocation. General advice is included in *Parking for Disabled People* (Traffic Accident Leaflet 5/95) published by the DTLR and *Accessible Transport Infrastructure: A Guide to Good Practice*, by the DTLR. Hampshire County Council's Accessible Transport Strategy and the 'Movement, Access, Streets and Spaces' document (July 2001) should also be considered.

6 Heavy commercial vehicles: parking standards

Where required, an operational number of spaces for HCV parking will be considered on the basis of individual application to the local planning authority.

7 Design

The layout and design of car parks should take account of the 'Secured by Design' initiative to reduce crime and maximise personal safety.

8 Thresholds for parking standards, transport assessments and site travel plans

The parking standards apply to developments of all sizes. However, for larger developments a transport assessment and a company or site travel plan will be required.
Table B below, based on guidance contained within PPG 13, indicates the thresholds above which a transport assessment and a company or site travel plan is submitted. For further guidance on travel plans, refer to PPG 13 paras. 87-91.

Table B: Summary of thresholds for transport assessments and site travel plans

Land use	Threshold above which transport assessment required
Residential	50 units
Commercial: B1 and B2	2500 sqm
Commercial: B8	5000 sqm
Retail	1000 sqm
Education	2500 sqm
Health establishments	2500 sqm
Care establishments	500 sqm or 5 bedroom
Leisure: general	1000 sqm
Leisure: stadia, ice rinks	All (1500 seats)
Miscellaneous commercial	500 sqm

Note: Where appropriate the local planning authority can require a transport assessment or company/site travel plan below the thresholds specified, for example where there are potential cumulative effects.

9 Definition of gross external area

This definition of floor area is used to calculate the car parking standards in the following tables:

- Gross external area (GEA): The total external area of a property (including the thickness of the external wall)

Table 1: Residential				
Type	**Car parking standard** -		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
General residential				
1 bedroom units	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per unit
2–3 bedroom units	2.0 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
4 or more bedroom units	3.0 spaces per unit	1.5 spaces per unit	2 spaces per unit	1 loop/hoop per unit
See Note 1				
Older people's housing				
Active elderly with warden control	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per 2 units
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 8 units and 0.5 per staff	1 space per 6 staff	1 loop/hoop per 2 units

Notes:

1 Clearly, residential parking is different in nature to non-residential parking, being a trip origin for home-based trips. However, local planning authorities will monitor planning permissions and review the residential parking standards with a view to achieving an average residential provision of no more than 1.5 spaces per dwelling in accordance with Planning Policy Guidance Note 3 – Housing (PPG3) paragraph 62.

- Where a garage is provided, each garage will be designated as one car space plus one cycle space. Standard garage size should allow enough space for a car and cycle (recommended at least 6m x 3m internal dimensions), although garages are not always used for storing cars.
- On-street parking in association with residential development should generally be discouraged through good design. However, parking lay-bys may be designed into the road layout in accordance with current local design guidance.
- The above standards take into account visitors' parking.
- If part spaces result from a development proposal, these should be rounded up to the nearest whole number.
- If warden or staff spaces are identified, these apply to full-time equivalent staff.
- In locations of prime accessibility (close to transport interchanges), zero parking will be encouraged if local circumstances permit.

Table 2: Commercial development

Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in highly accessible locations (30% of maximum permitted standard)	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 space per 100 sqm	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 space per 167 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 space per 167 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 space per 303 sqm	1 stand per 500 GEA note	1 stand per 1000 sqm GEA

Notes

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.

- For all major commercial developments, a transport assessment and company or site travel plan will be required (see Table B for thresholds).
- Proposed standards will take account of commercial development in predominantly residential areas – where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
- This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.

Table 3: Retail development				
Type	**Car parking standard**		**Cycle standard (minimum)**	
General retail	Maximum parking limit	Parking in highly accessible locations (75% of maximum permitted standard)	Long stay	Short stay
Non-food retail and general retail (covered retail areas)	1 space per 20 sqm covered areas	1.5 spaces per 40 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sqm uncovered areas	1.5 spaces per 60 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
Food retail	1 space per 14 sqm covered areas	1.5 spaces per 28sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA

Note~~:~~

- A company or site travel plan will be required for stores over 500 sqm GFA, with the GEA including uncovered areas subject to the discretion of the local planning authority in conjunction with the Highway Authority.
- Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.

Table 4: Education establishments

Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Schools	1.5 space per classroom	1.5 spaces per 2 classrooms	(Note 1)	(Note 1)
16+ Colleges and further education colleges	1 space per 2 full-time staff	(Note 1)	(Note 1)	(Note 1)
Day nurseries/playgroups (private) and crèches	1.5 space per 2 full-time staff	1.5 spaces per 4 full-time staff	1 stand per 6 full-time staff	At least 2 stands per establishment

Notes

1. All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users.
2. The parking allocation caters for staff, visitors and parents.
3. There will be a requirement for a bus/coach loading area, provided either on- or off-site, for primary-age education and above, unless otherwise justified.
4. Accessibility of the catchment area will be taken into account for schools.

Table 5: Health establishments				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Private hospitals, community and general hospitals, including: inpatient, day patient, outpatient or accident unit; locally based mentally handicapped units / psychiatric units; ambulatory care units including day surgery /assessment/ treatment and administration/support services.	Refer to note 1			
Health centres	5 spaces per consulting room	2.5 spaces per consulting room or 5 spaces per 2 consulting rooms	1 space per 2 consulting rooms, or 1 space per 6 staff (Note 2)	1 stand per consulting room
Doctors, dentists or veterinary surgery	3 spaces per consulting room	1.5 spaces per consulting rooms		1 stand per consulting room

Notes

1. All new health establishments or major expansions of more than 2,500 sqm will require a transport assessment and extensions of over 500 sqm will require a site travel plan. The maximum car parking limit for staff and visitors will be based on these.
2. Whichever is the greater of these standards.

Table 6: Care establishments – public and private				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/ physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients, (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1space per 2 res staff, non-res staff: 1space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Nursing and rest homes	See Residential Standards (Table 1)			
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

Notes

1. Staff applies to full-time equivalent member of staff.
2. Plus space for dropping off people.
3. Applies to non-residential staff on duty at the busiest time.

The figures are based on the maximum number of children for which the group is licensed or the client capacity of the centre (and are rounded to the nearest whole number where appropriate).

Table 7: Leisure facilities and places of public assembly				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in highly accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 2 bedrooms	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 10 bedrooms
Eating and drinking establishments	1 space per 5sqm dining area/bar area/dance floor, (Note 3)	1 space per 7.5 sqm	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 20sqm GEA
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 7.5 seats	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 space per lane	1.5 spaces per lane	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area	Notes 2 and 4 1 space per 7.5 seats/ 1 space per 45 sqm	1 space per 6 staff or 1 space per equivalent badminton court (Notes 2 & 4)	1 stand per equivalent badminton court (Note 4)
Swimming pools, health clubs/ gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 7.5 seats/ 1 space per 15 sqm	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1.5 spaces per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts
Playing fields	12 spaces per ha pitch area	6 spaces per ha pitch area	1 space per 6 staff or 1 space per 5 ha pitch area (Note 2)	1 stand per ha pitch area
Golf courses	4 spaces per hole (Note 5)	2 spaces per hole	(Note 6)	(Note 6)
Golf driving ranges	1.5 space per tee/bay	1.5 spaces per 2 tees/bay	(Note 6)	(Note 6)

Table 7: Leisure facilities and places of public assembly continued				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in highly accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Marinas	1.5 space per berth	0.75 space per berth	(Note 6)	(Note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm open hall	1 space per 7.5 seats/ 1space per 15 sqm of open hall	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Stadia	Refer to Note 6		1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm

Notes

1. Other facilities, eg eating/drinking and entertainment, are treated separately if they are available to non-residents.
2. Whichever is the greater provision of these standards.
3. Where these serve HCVs, eg transport cafes, some provision will be needed for HCV parking.
4. A badminton court area is defined as 6.1m x 13.4m.
5. Other facilities, eg club house, are treated separately.
6. No standards are set for this category. Each application will be considered individually as part of a transport assessment.

- All new leisure establishments or major expansions will require a transport assessment and company or site travel plan to determine provision and facilities (see Table B for thresholds).
- Motorway service areas will be included as eating and drinking establishments with additional consideration for associated facilities; parking for HCVs and PCVs will be required.

Table 8: Miscellaneous commercial developments				
Type	**Car parking standard**		**Cycle standard (minimum)**	
Car sales and garage forecourts	Maximum parking limit	Parking in accessible locations	Long stay	Short stay
Workshops - *staff*	1 space per 45sqm GEA	1 space per 167sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Workshops – *customers*	3 spaces per service bay	3 spaces per service bay	-	-
Car sales - *staff*	1 space per full-time staff (Note 2)	1 space per 3 full-time staff	1 space per 8 staff or 1space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Car sales - *customers*	1 space per 10 cars on display (Note 3)	1 space per 15 cars	-	-

Notes

1. Whichever is the greater of these standards.
2. Full-time equivalent staff.
3. Applies to the number of cars on sale in the open.

Cycle Parking Standards/Motorcycle Parking Standards – accompanying advice

1. Introduction

1.1 The local authorities aim to ensure adequate cycle parking and facilities for cyclists and motorcyclists in all types of new development.

1.2 The space needed for motorcycle parking is less than that for single occupancy cars. Government transport statistics show that the ratio between motorcycle and car ownership is 1:35. Guidance on providing for parking for motorcycle or PTW (powered two-wheeler) users is available from motorcycle industry groups.

1.3 The Parking Standards tables indicate the minimum number of bicycle parking spaces required by each land use. To encourage more cycling, the level of parking provision should fully complement cycle access opportunities to the development. A thorough and early examination of cyclists' needs is recommended to help define cycle requirements.

1.4 The following guidance is intended to help developers or their agents to provide suitable cycle parking and storage facilities. For the first time in Hampshire, recommended cycle provision is specified for each main land use. The standards distinguish, where appropriate, between short-stay (mainly visitor) cycle parking and long-stay cycle parking, as associated with residential overnight use or employment activity.

2. General requirements for pedal cycle/motorcycle parking

2.1 Cycle/motorcycle parking or storage facilities for all types of development should be designed with the following key objectives in mind. The parking area should be:

- ***conveniently located*** for the trip origin and destination. Cycling/motorcycling activity competes better with car access where its location is clearly more convenient than equivalent car parking. It may also be preferable, where possible, to have small groups of cycle parking facilities spread around a development, rather than clustered at a central location which may prove less convenient for some users
- ***easy to use***, where the cycle can be secured quickly and easily to the parking device
- ***secure,*** where the cycle parking site is overlooked by nearby occupied developments, is situated close to well-used thoroughfares or comes under the coverage of a local security camera system. Sites should be located in well-lit and maintained locations, reducing the likelihood of vandalism or theft and improving cyclists' personal security when they park or collect their cycles. This is crucial where the facilities are expected to be used by children, older people or women
- ***covered,*** especially important for overnight and long-term (all-day) parking at places of employment and at transport interchanges.

3. Types of facility (applicable to pedal cycles only)

Short-stay provision

3.1 For periods of between a few minutes and a few hours, parking stands may be the most appropriate facility. Whatever form the stands take, they should aim to meet the following objectives:

- be able to secure the frame and both wheels
- be high enough to hold the cycle upright and securely fixed, even in high winds
- avoid damage to the cycle while attached or when being secured
- be clearly visible and in contrast with their surroundings, so that they are more likely to be used and to help local pedestrians with visual impairments
- have low ongoing maintenance requirements and avoid the need for staffed management of the parking (there can be practical difficulties with public sites, if integral locking mechanisms or coin-operated devices are used)
- enable cycles to be readily secured using the popular 'D' locks carried by many cyclists.

3.2 A popular choice of cycle parking stand in the UK is known as the '*Sheffield stand*' - a metal frame (often an inverted 'U'), secured to a fixed base. This meets the objectives above, at a low unit cost per stand. If a space of around one metre is maintained between adjacent stands, up to two cycles can be attached to each. With these siting arrangements, up to ten cycles can be accommodated in a space that would otherwise accommodate one car.

3.3 The associated reference list and, in particular, detailed installation guidance published by the London Cycling Campaign (Reference 2) gives more advice on siting.

3.4 For new residential properties, adequate short-stay parking security can be achieved by some form of secure ring or loop attached at a convenient point near to the front entrance of the property. The cycle parking standards require one such device to be provided for each residential unit and developers are encouraged to consider a device whose design suitably complements the property.

Long-stay provision

3.5 This applies to longer stays of six hours or more, particularly associated with residential overnight use or employment locations.

3.6 Cycle parking stands are likely to prove more attractive to cyclists in poor weather if some form of cover is added. Protection from wind and rain can take many forms, and parking space and other storage and shower facilities may be provided, fully integrated into the building infrastructure of a development. Several manufacturers supply prefabricated external shelter units, but the local planning authority should be consulted over any proposed separate structures of this kind.

3.7 For industrial, office, higher education and transport interchange developments, very secure longer-term storage can also be offered with various forms of cycle locker. Again, several types are available from leading suppliers and manufacturers. Early in the planning stage, it is important to consider carefully the nature of management arrangements for 'dedicated' locker facilities. Such devices are likely to work well in public areas only if there are failsafe management systems that can cope with lost keys or jammed locks. Another important consideration is the need to avoid personal security problems. For example, accidents to children at play, the potential attractiveness of lockers to vagrants in town centre areas, vandalism and issues of terrorist security (especially at transport interchanges and near military establishments) may each pose problems that should be carefully considered early in the planning stage.

3.8 Within residential developments, the associated cycle parking standards provide guidance on levels of overnight cycle storage provision for different types of residential property. Garages adjacent to housing will often provide suitable secure long-term security for pedal cycles, but need to conform in size to the dimensions specified for a garage. At convenient locations, there should be separate provision for visitors to park their cycles, as discussed above under 'short-stay' provision.

3.9 For flats, multi-occupancy properties and student accommodation, long-term cycle parking provision should be considered, either as integral to the building at ground-floor level (and within the security of the main entrance) or as part of a separate structure. It will be important for management arrangements to ensure that each individual residential unit has its own provision.

4. References and sources of further guidance

1. *Cycle Friendly Infrastructure – Guidelines for Planning and Design*, IHT/ DTLR.
2. *Cycle Parking Equipment and Installation Standards*, London Cycling Campaign.
3. *The National Cycling Strategy*, Department of Transport 1996 (Appendix).
4. Acknowledgement is made to Essex County Council: *Designing for Cyclists – Guide to Good Practice.*
5. *Security Vulnerabilities Outside Railway Stations*, DTLR.
6. *Motorcycle Parking*, DTLR.
7. *Improved Cycle Parking at South West Trains' Stations in Hampshire*, DTLR.

Appendix E

The Planning Inspectorate

Appeal Decision

Hearing held on 7 February 2013
Site visit made on 7 February 2013

by J C Chase MCD Dip Arch RIBA MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 20 February 2013

Appeal Ref: APP/A1720/A/12/2186833
73 St Margarets Lane, Titchfield, Fareham, Hampshire, PO14 4BG

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a grant of planning permission subject to conditions.
- The appeal is made by Titchfield Festival Theatre Ltd against the decision of Fareham Borough Council.
- The application, Ref P/12/0050/CU dated 1 November 2011, was approved on 2 May 2012 and planning permission was granted subject to conditions.
- The development permitted is the use of unit A for D2 and theatre purposes and unit B for storage use.
- The condition in dispute is No 1 which states that: The use hereby permitted shall cease on or before the 2 May 2013, unless a further planning permission has been granted before the expiry of such period.
- The reason given for the condition is: to retain planning control over the development hereby permitted and to enable the monitoring of car parking, highway safety impacts, the number of people in attendance of events and the impact of the activity on adjoining residential amenity, to enable the grant of temporary planning permission to be reviewed; in accordance with Policies CS5 and CS17 of the Fareham Borough Core Strategy.

Decision

1. The appeal is allowed and the planning permission Ref P/12/0050/CU for the use of unit A for D2 and theatre purposes and unit B for storage use at 73 St Margarets Lane, Fareham, Hampshire, PO14 4BG granted on 2 May 2012 by Fareham Borough Council, is varied by deleting condition No 1.

Procedural Matters

2. For the avoidance of doubt, the appellants confirmed at the Hearing that the condition in dispute is No 1, and both parties agreed that the description of the development is that shown on the Council's decision notice. These details are contained in the title box, above. The appellants also confirmed that the parking area falls within the curtilage of the site over which they have a lease. The Council raise no objection to the storage use of Unit B, and there is no reason for this decision to come to a different view about this aspect.

Main Issues

3. The main issues are whether there is any harmful effect on highway safety/free flow of traffic and the living conditions of nearby residents, which could not be overcome by restrictive planning conditions, and whether a trial period is necessary to assess the extent of that harm.

Reasons

4. The appeal premises are within a semi-rural area, with a mix of residential, commercial and agricultural uses in the vicinity. The building has the utilitarian character of an industrial unit with ancillary offices, and it is indicated that the former factory ceased operation about 3 years before the appellants took occupation, with the theatre use starting approximately 15 months before planning permission was granted in May 2012. Whilst the exterior of the building has not been altered, the factory space has been subdivided to provide an auditorium, rehearsal rooms, and ancillary theatrical functions. The rear part of the building (Unit B) is used for warehousing.

5. With respect to highway matters, the Council's Core Strategy, adopted in 2011, requires that new development does not adversely affect the safety and operation of the road system (Policy CS5) and that appropriate parking should be provided to take account of the accessibility and context of the scheme (Policy CS17). It is indicated that the County parking standard is 1 space per 5 seats for theatre development which, at 210 seats, would generate a need for 42 spaces. The site is able to accommodate 30 cars in accessible spaces. Whilst the parking standard is couched in terms of maximum provision, the acceptability of a reduced number is subject to whether any overflow arising could be accommodated without harm to highway safety.

6. There are no parking controls in this part of St Margarets Lane, and it was observed that the road is relatively narrow, with a single pavement to the north of the site, and elsewhere a narrow verge. There is the potential for parked cars to obstruct both the road and footpath, to the detriment of highway and pedestrian safety, especially as there is a long bend in the vicinity of the site which restricts forward visibility. However, the appellants contend that the demand for parking from patrons generally falls below the normal on-site capacity of the property, and in other cases it is possible to accommodate it by double banking, with a supervised scheme of managed parking to comply with condition 3 of the planning permission.

7. From the representations at the Hearing, and the observation during the site visit, it is accepted that it would be physically possible to accommodate approximately 35 cars within the site, provided a managed scheme is in operation, and such management is a practical possibility in circumstances where the patrons would arrive and leave within a limited time frame. Whilst this is less than the maximum parking standard, it is likely that the demonstrable unattractiveness of the street for safe parking would discourage its use for any overflow and, in any event, the highway authority would have the opportunity to impose parking controls, if found to be necessary. In practice, it is more likely that any additional parking would take place at alternative premises where the appellants have made informal arrangements, or in other parts of the village where vehicles could be safely accommodated. There is the opportunity to minimise any obstruction of the street by cars queuing to enter the site by efficient handling of the supervised parking arrangements

8. Overall, there is reason to consider that, subject to the other conditions imposed on the planning permission, this aspect of the development would comply with Policies CS5 and CS17, and it would not have an unduly harmful effect on highway safety or the free flow of traffic.

9. Turning to the impact on residential amenity, there are dwellings in the vicinity of the site, the nearest of which are diagonally opposite. In this location, it is likely that the departure of patrons at the end of the performance could create some disturbance. However, this would be mitigated by the limited number of cars accommodated, and by the restricted opening hours and performance days, which are subject to planning conditions and licensing arrangements. In addition, any activity would arise on the public side of the nearest dwellings. Amongst other matters that have been raised, a planning condition prevents deliveries taking place before 8.00 hours and, whilst some light pollution is likely to occur, the evidence does not indicate that it is at an unacceptably high level.

10. Whilst the Council's nominated policies do not specifically refer to neighbours' amenity, the protection of this aspect is a normal objective of the planning system, and is required within the core principles of the National Planning Policy Framework. There are adequate grounds to consider that the development would meet this requirement, and any disturbance arising out of the theatre use can be adequately controlled by planning conditions so as to avoid being unduly harmful to the living conditions of nearby residents.

11. It is generally undesirable to grant a temporary permission for a development which is intended to be permanent, because of the uncertainty arising, and its effect on the commitment to the project. In this instance it is accepted that the scheme involves an existing industrial building, which remains available for its previous use, and the appellants have demonstrated a willingness to take a risk on obtaining planning permission, as the operation was started before an application was made. Nonetheless, it is likely that the time limit will discourage further investment and disrupt future performance plans. A condition restricting the term of the permission should not be applied in these circumstances unless it is the only means of establishing the level of harm arising out of the development.

12. There is reason to consider that this is not the case. Assessment of the impact on traffic and parking, and on residential amenity, are normal functions of the planning system, and the proposal is not so unusual that they would not be susceptible to professional judgement and experience, along with the application of policies and guidance. In any event, there had already been a period of 15 months before permission was granted when the impact of the operation could have been fully established. Whilst a further trial period might give an opportunity to assess the effect of restrictive planning conditions, there is a lack of clear evidence that the harm assessed prior to the grant of permission was of such a nature or extent that conditions were likely to be ineffective. A trial period is not necessary to assess the extent of the harm, and condition 1 should be deleted.

John Chase

INSPECTOR

APPEARANCES

FOR THE APPELLANTS:

Mr K Fraser	Chairperson Titchfield Festival Theatre (TFT)
Mr A Causer	Trustee TFT
Mr J Hall	On behalf of TFT

FOR THE LOCAL PLANNING AUTHORITY:

Mr A Sebbinger BA, MSc(Geog), MSc(TP), MRTPI	Senior Planning Officer, Fareham BC

INTERESTED PERSONS PARTICIPATING IN DISCUSSION:

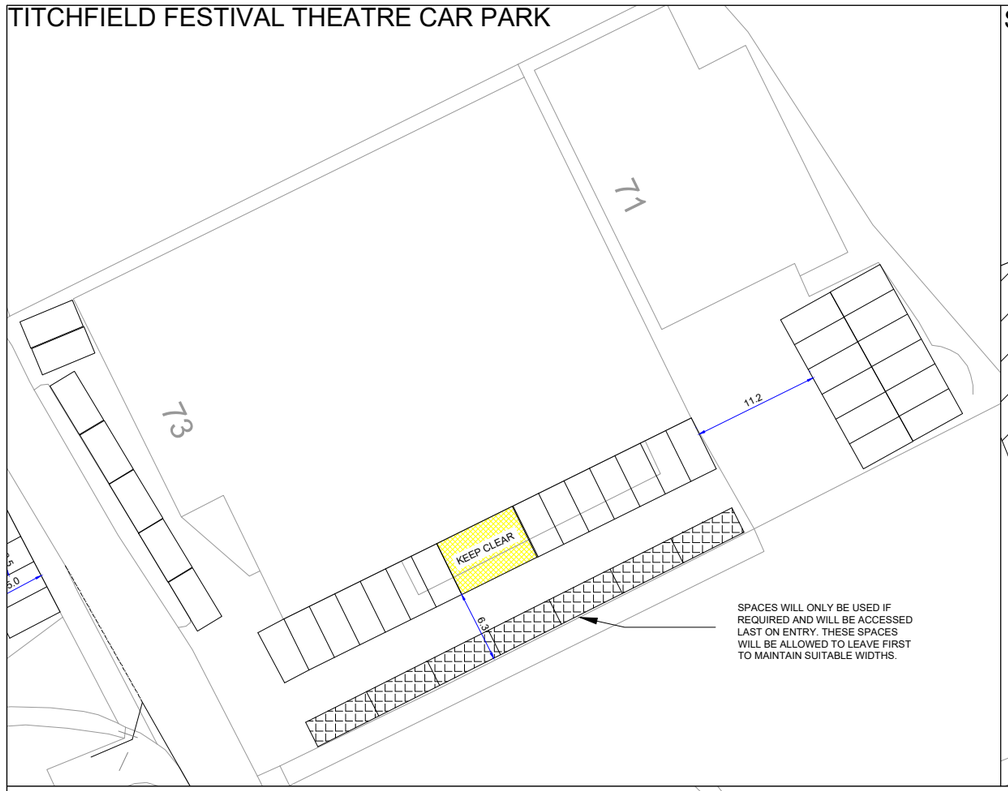
Mr D Noyce
Mr J Sluggett
Mr J Stuart

DOCUMENTS

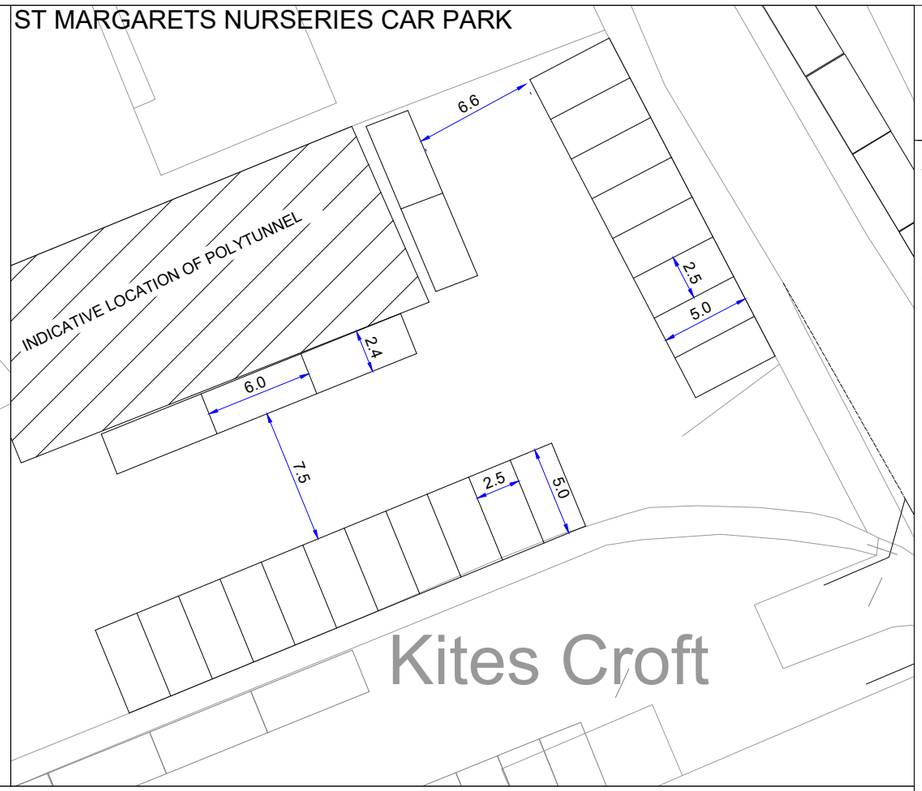
1 Correspondence from Welbro Project Management Ltd and Holiday Inn Fareham concerning overspill parking availability
2 Letter from Dr M Dunton dated 1 February 2013
3 Extract from Hampshire Parking Standards

Appendix F

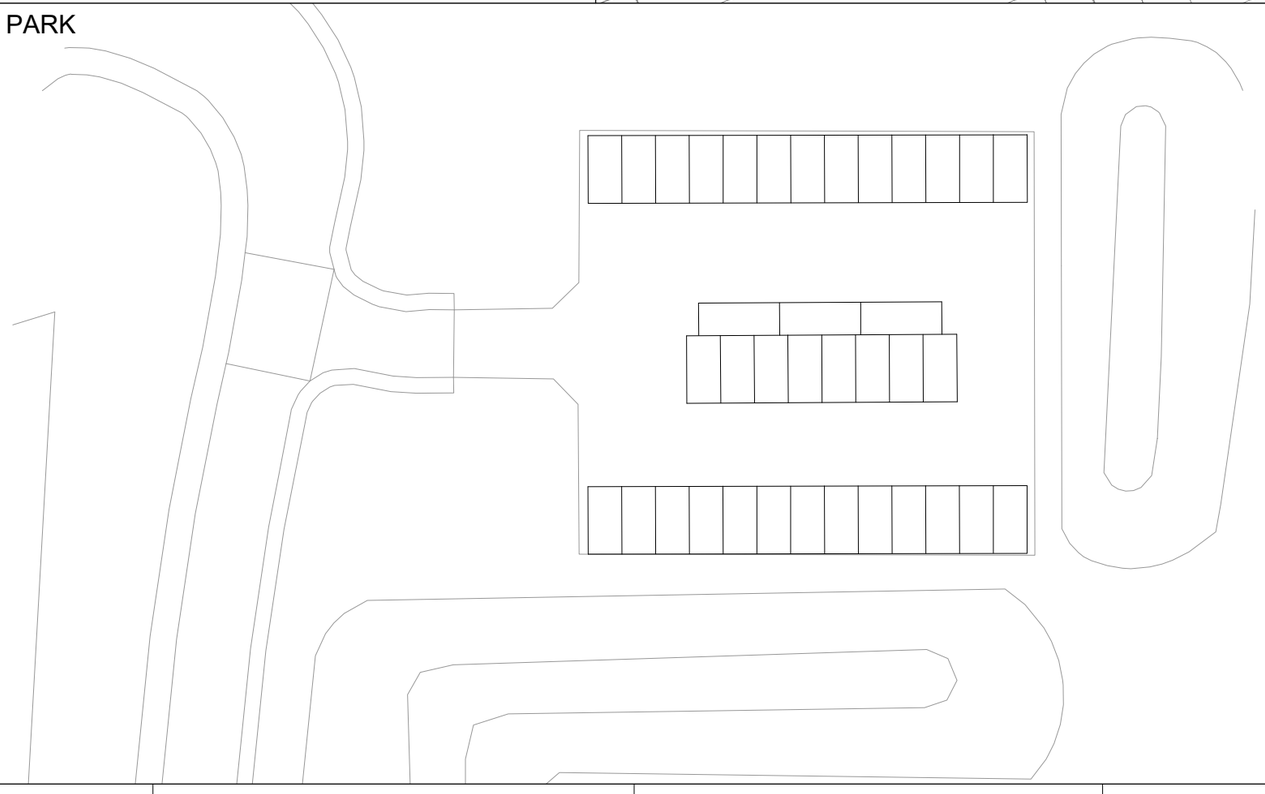
TITCHFIELD FESTIVAL THEATRE CAR PARK



ST MARGARETS NURSERIES CAR PARK



ABBEY MEADOWS PUBLIC CAR PARK



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2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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KEY

TITCHFIELD FESTIVAL THEATRE SITE - 40 SPACES

ST MARGARETS NURSERIES - 24 SPACES

ABBEY MEADOWS CAR PARK - 37 SPACES

TOTAL SPACES - 101 CAR PARKING SPACES

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P02	UPDATED LAYOUT	25.04.24	TAF	SSN
P01	FIRST ISSUE	02.04.24	TAF	MDS

Project Name
TITCHFIELD FESTIVAL THEATRE, ST MARGARETS LANE

Project Phase
PRELIMINARY

Title
PROPOSED PARKING LAYOUT

paul basham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
PRIVATE CLIENT

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.24	TAF	MDS	-

PBA Project Number	Scale
022.0032	NTS (AT A3)

PBA Drawing No:	Revison
022.0032-0004	P02

Appendix G

ONLINE COMMENTS

on Planning Application to Fareham Borough Council

Submitted By:
Transportation Consultation

Planning and Environment Department
Civic Offices

Application: **P/12/0050/CU**
Consultee No: 1

Printed: February 14, 2012 3:49 PM

RETROSPECTIVE APPLICATION FOR CONTINUED USE OF UNIT A FOR D2 AND THEATRE PURPOSES AND UNIT B FOR STORAGE USE

73 ST MARGARETS LANE FAREHAM

COMMENTS:

Submitted Online: February 3, 2012 12:00 AM
Internet Ref: ECH250

For an application of this scale, it would typically be expected for a transport statement prepared in accordance with the guidance issued by the DfT to be provided to review the transport consequences of the proposal. The application is though supported with a number of planning and transport/parking documents, upon which I have based my views. The previous use of the site is acknowledge. The theatre use, which is indicated to have been operating from this site since October 2010, would understandably result in a different pattern of movements with these being away from the typical network peak periods, where it is recognised that the A27/St Margaret's Lane roundabout experiences significant congestion. This proposal would consequently not result in any particular capacity concerns nor any safety issues with the continued use of the existing vehicular accesses.
The HCC 2002 Parking Standards would be appropriate for this proposal and these permit a maximum of 1 space per 5 seats, therefore for 210 seats, a maximum provision of 42 spaces. The site accommodates 30 spaces, which is within the maximum standard. Whilst PPG13, which includes the maximum standard approach, allows a developer to provide as many parking spaces as they wish, this is on the proviso that it does not result in highway safety issues that cannot be resolved through the implementation of waiting restrictions. There are presently no restrictions on parking along St Margaret's Lane and thus there is the potential for parking to occur on-street. There are the two overflow parking areas indicated both of which are within a reasonable walking distance, although the Holiday Inn car park requires quite a number of road crossings as there is no footway north to south along the eastern

side of the A27/St Margaret's Lane roundabout and it is questionable how attractive this may actually be, especially in poor weather. There are potential longer term concerns with the use of the overflow parking areas as both make use of 3rd party land, which doesn't form part of the current permission and permissive rights for which could be withdrawn at anytime. The consequences of this use continuing without these overflow areas therefore be assessed. In light of the existing situation however given that retrospective permission is being sought, the Applicant should be able to robustly demonstrate that issues with on-street parking have not previously occurred and that the parking management system in operation is effective and that this could therefore form part of a traffic/parking management plan securable via condition. It would also be useful to know what the average attendances/parking demands are and ascertain how frequently the on-site parking provisions do prove insufficient and how often the overflow parking areas are used.
Therefore, whilst not ruling out the possibility of requesting waiting restrictions, which will need to be funded by the Applicant, it seems important to understand whether parking restrictions are actually essential to this proposal and whether without these highway safety issues could result. Further information would be sought to address the above points.
In terms of the parking layout, the majority of the parking spaces other than the disabled spaces are independently accessible. The fact that these spaces are not independently accessed, whilst perhaps creating an inconvenience if a vehicle is boxed in is not necessarily a highway problem. If permitted, the car park should be laid out as per the drawings within an agreed time frame to maximise efficiency of use.
The site is not accessible by sustainable modes of transport, and therefore those visiting the site would be dependent upon the use of the private car. This proposal does consequently conflict with sustainable transport policies. The Planning Authority should consider on balance whether there are other matters benefits that outweigh these possible conflicts.
The HCC Transport Contributions Policy would in principle be applicable. Details of multi-modal movements resulting from the theatre would be required from the Applicant with these recommended to be based upon a survey of the average levels of use. Account would be given to potential movements arising from the permitted B8 use and these would be netted off against any additional trips result from the theatre. The Planning Authority may however wish to consider any contribution request and how this may be used against the CIL Regs and Circular 05/2005, especially as this proposal is not anticipated to have any detriment to highway capacity (with the development peak times away from the network

peak) and generate very few if any movements via passenger transport; a contribution against these items would therefore have limited relevance.
In summary, providing matters relating to car parking can be appropriately demonstrated, and can be secured via an appropriately worded condition, to ensure that overflow demands do not result in highway consequences. Whilst the principle of TCP would be applicable, this along with the accessibility of the site should be considered on balance against other matters and in greater detail by the Planning Authority.

Ian Gledhill
Transport Development Control Officer
Fareham Borough Council
www.fareham.gov.uk
01329 236100 Ext 2681

-----Original Task-----
Subject: Fareham Borough Council: Planning Consultation for P/12/0050/CU
Priority: Normal

Start date: Fri 27/01/2012
Due date: Fri 10/02/2012

<< Message: Fareham Borough Council: Planning Consultation for P/12/0050/CU >>

ONLINE COMMENTS

on Planning Application to Fareham Borough Council

Submitted Online: February 14, 2012 12:00 AM
Internet Ref: ECH277

Initial highway comments were sent on the 3rd February, of which a number of points of action were identified. Whilst the consultation indicates further amendments, it would appear that nothing new has been introduced and nothing originally submitted changed. On that basis, I wouldn't wish to offer any further comments at this time.

Ian Gledhill
Transport Development Control Officer
Fareham Borough Council
www.fareham.gov.uk
01329 236100 Ext 2681

-----Original Task-----
Subject: Fareham Borough Council: Planning Consultation for P/12/0050/CU
Priority: Normal

Start date: Fri 03/02/2012
Due date: Fri 17/02/2012

<< Message: Fareham Borough Council: Planning Consultation for P/12/0050/CU >>

Appendix H

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

Selected Polygon:AW ST MARGARETS LANE, TITCHFIELD BACS/SR/02

44190149803 30/04/2019 Time 1725 Vehicles 2 Casualties 1 Slight
E:453308 N: 106431 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal 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: Elsewhere DfT Special Projects:

Causation

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

VEH2 (CAR) TRAVELLING SW AROUND THE ROUNDABOUT STOPPED SUDDENLY WHEN A CAR IN FRONT CHANGED LANES. VEH1 (P/CYCLE) COLLIDED WITH THE REAR OF VEH1.
Occurred on A27 SOUTHAMPTON ROAD AT JUNCTION WITH SAINT MARGARETS LANE, FAREHAM, HAMPSHIRE.

Vehicle Reference 1 Pedal Cycle Going ahead other
Vehicle movement from NE to SW 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 40 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 40 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not known

Vehicle Reference 2 Car Stopping
Vehicle movement from NE to SW 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 Back 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

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44200039597 31/01/2020 Time 1950 Vehicles 2 Casualties 1 Slight
E: 453345 N: 106480 First Road: A 27 Road Type Single carriageway
Speed limit: 40 Junction Detail: Roundabout Give way or controlled Unclassified
Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
Darkness: street lights present and lit 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:	Failed to look properly	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH1 (CAR) TRAVELLING SE ALONG A27 SOUTHAMPTON ROAD GOES STRAIGHT OVER ST MARGARETS RBT AND COLLIDES INTO THE REAR OF VEH2 (CAR) THAT HAD BRAKED TO GIVE WAY TO AN AMULANCE. VEH2 DID NOT STOP.

Occurred on A27 SOUTHAMPTON ROAD AT JUNCTION WITH CARTWRIGHT DRIVE, TITCHFIELD, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 66 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 66 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Leaving roundabout First impact Back 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 **01/12/2018** **and** **30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

Notes:

44200051563 10/02/2020 Time 1209 Vehicles 2 Casualties 1 Slight
E: 453316 N: 106514 First Road: A 27 Road Type 1
Speed limit: 30 Junction Detail: Roundabout Automatic traffic signal Unclassified
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:	Poor turn or manoevre	Vehicle 1	Possible
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NE AROUND A27 SOUTHAMPTON ROAD RBT CLIPPED OFFSIDE OF VEH 2 (CAR) ALSO TRAVELLING AROUND THE RBT CAUSING RIDER TO FALL OFF. VEH 2 WAS TRAVELLING COMPLETELY IN THEIR LANE.
Occurred on A27 SOUTHAMPTON ROAD AT JUNCTION WITH CARTWRIGHT DRIVE, FAREHAM, HAMPSHIRE

Vehicle Reference 1 Motorcycle over 500cc Going ahead right bend
Vehicle movement from SW to NE 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 54 Male
Not hit and run Breath test Not requested
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 54 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead right bend
Vehicle movement from SW to NE 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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 79 Male
Not hit and run Breath test Not requested
Left hand drive: No

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44200081165 03/03/2020 Time 1414 Vehicles 2 Casualties 1 Slight
E: 453286 N: 106521 First Road: A 27 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 27
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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:	Loss of control	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (M/CYCLE) TRAVELLING NW ALONG A27 LEAVING RBT WHEN THROTTLE STICKS. RIDER TAKES EVASIVE ACTION TO AVOID COLLISION WITH VEHICLES IN FRONT BUT LEAVES CARRIAGEWAY OS AND COLLIDES WITH VEH 2 (CAR) TRAVELLING SE ALONG A27 ON OPPOSITE CARRIAGEWAY.
Occurred on A27 SOUTHAMPTON ROAD OFF ST MARGARETS ROUNDABOUT, TITCHFIELD, HAMPSHIRE

Vehicle Reference 1 Motor Cycle over 125 cc and up to 500cc Starting
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Skidded
Location at impact Leaving roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
O/S cross cent res Age of Driver 33 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 33 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Stopping
Vehicle movement from NW to SE No tow / articulation Leaving the main road
On main carriageway No skidding, jack-knifing or overturning
Location at impact Entering roundabout First impact Did not impact Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 26 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

Notes:

44200452341 22/11/2020 Time 1833 Vehicles 2 Casualties 2 Slight
E: 453279 N: 106457 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: None within 50m Road surface Dry
Darkness: street lights present and lit 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:	Failed to look properly	Vehicle 1	Possible
2nd:	Failed to judge other persons path or speed	Vehicle 1	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW ALONG A27 IN LANE 3 AT RBT, FAILS TO SLOW IN TIME AND COLLIDES WITH REAR OF VEH 2 (CAR) IN FRONT HELD AT / MOVING OFF FROM ATS.

Occurred on A27 SOUTHAMPTON ROAD AT JUNCTION WITH WARSASH ROAD (ST MARGARET'S ROUNDABOUT), TITCHFIELD, HAMPSHIRE

Vehicle Reference 1 Car Changing lane to left
Vehicle movement from SE to NW No tow / articulation Leaving the main road
On main carriageway Overturned
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 27 Female
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 27 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Casualty Reference: 2 Vehicle: 1 Age: 5 Female Passenger Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Back seat

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 Mid Junction - on roundabout or r First impact Back Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 39 Male
Not hit and run Breath test Negative
Left hand drive: No

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44210150746 21/04/2021 Time 0910 Vehicles 2 Casualties 1 Slight
E: 453281 N: 106446 First Road: U Road Type Single carriageway
Speed limit: 30 Junction Detail: Roundabout 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: Elsewhere DfT Special Projects:

Causation

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

VEH1 (CAR) TRAVELLING N AROUND ST MARGARETS RBT IN LANE 1 BEHIND VEH2 (CAR). BOTH VEHS MOVED INTO LANE 2 AT THE SAME TIME AND COLLIDED.
Occurred on ST MARGARETS ROUNDABOUT AT JUNCTION WITH ST MARGARETS ROAD, TITCHFIELD, HAMPSHIRE.

Vehicle Reference 1 Car Changing lane to right
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 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 48 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 48 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Changing lane to right
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 Mid Junction - on roundabout or r First impact Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Unknown
Not hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44210515178 22/12/2021 Time 1645 Vehicles 2 Casualties 1 Slight
E: 453275 N: 106486 First Road: A 27 Road Type 1
Speed limit: 20 Junction Detail: Roundabout Automatic traffic signal A 27
Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Wet/Damp
Darkness: street lighting unknown Raining 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 NE ACROSS RBT TOWARDS A27 TOWARDS WHITELEY IS STRUCK BY VEH 2 (CAR) ALSO TRAVELLING NE ACROSS RBT
Occurred on ST MARGARETS ROUNDABOUT A27 TITCHFIELD BY THE FILLING STATION

Vehicle Reference 1 Car Waiting to turn left
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: None
Did not leave carr Age of Driver 61 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

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

Vehicle Reference 2 Car Turning left
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 Offside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver Male
Hit and run Breath test Driver not contacted
Left hand drive: No

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44220093444 08/03/2022 Time 1319 Vehicles 2 Casualties 1 Slight
E: 453279 N: 106529 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 27
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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:	Failed to judge other persons path or speed	Vehicle 001	Possible
2nd:	Junction restart	Vehicle 001	Possible
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING NW TO SE ALONG A27 COLLIDES WITH REAR OF VEH 2 (CAR) STATIONARY AT TRAFFIC LIGHTS
Occurred on ST MARGARETS ROUNDABOUT, OPPOSITE FILLING STATION, TITCHFIELD FAREHAM

Vehicle Reference 1 Car Starting
Vehicle movement from NW to SE 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 55 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Car Starting
Vehicle movement from NW to SE 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 30 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 30 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44220307114 30/07/2022 Time 1708 Vehicles 2 Casualties 2 Slight
E: 453303 N: 106511 First Road: A 27 Road Type 1
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal A 27
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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 manoevre	Vehicle 001	Possible
2nd:	Disability or illness, mental or physical	Casualty 001	Very Likely
3rd:	Impaired by alcohol	Vehicle 001	Very Likely
4th:	Fatigue	Vehicle 001	Very Likely
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W TO E ACROSS ST MARGARET'S RBT COLLIDES WITH KERB, THEN WITH MOBILE MAST AND THEN COLLIDES WITH VEH 2 (CAR) TRAVELLING E TO W
Occurred on ST MARGARET'S RBT, TITCHFIELD, BY FILLING STATION, FAREHAM

Vehicle Reference 1 Car 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 Entering roundabout First impact Front Hit vehicle:
Hit object in road Kerb Off road: Telegraph / Electricity pole
Nearside Age of Driver 67 Male
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 67 Male Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 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 Entering roundabout First impact Nearside Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 54 Female
Not hit and run Breath test Negative
Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 54 Female Driver/rider Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection: **Notes:**

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

44230224179 06/06/2023 Time 1735 Vehicles 2 Casualties 1 Serious
E: 453288 N: 106212 First Road: U Road Type Single carriageway
Speed limit: 30 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: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) WAS PARKED FACING SE ALONG ST MARGARETS LANE OUTSIDE TITCHFIELD FESTIVAL THEATRE. VEH 2 (P/CYCLE) FAILED TO NOTICE THIS AND COLLIDED WITH THE REAR OF VEH 1.
Occurred on ST MARGARETS LANE OUTSIDE TITCHFIELD FESTIVAL THEATRE, TITCHFIELD, HAMPSHIRE

Vehicle Reference 1 Car Parked
Vehicle movement from Park to Parked 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 31 Male
Not hit and run Breath test Negative
Left hand drive: No

Vehicle Reference 2 Pedal Cycle Going ahead other
Vehicle movement from NW 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 36 Male
Not hit and run Breath test Not applicable
Left hand drive: No

Casualty Reference: 1 Vehicle: 2 Age: 36 Male Driver/rider Severity: Serious
Not a pupil
Seatbelt Not Applicable Cycle helmet: Yes

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

Notes:

44230256799 26/06/2023 Time 1720 Vehicles 1 Casualties 1 Slight
E: 453271 N: 106512 First Road: A 27 Road Type Dual carriageway
Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal Unclassified
Crossing: Control None Facilities: Ped. phase at traffic signal junction 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) EXITED ST MARGARET'S RBT TO TRAVEL N ALONG A27 SOUTHAMPTON ROAD AND COLLIDED WITH CAS1 (PEDESTRIAN) WHO WAS CROSSING A27 SOUTHAMPTON ROAD TRAVELLING E ON THE CROSSING.

Occurred on A27 SOUTHAMPTON ROAD AT ROUNDABOUT WITH WARSASH ROAD, TITCHFIELD, 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 Cleared junction or waiting/park First impact Front Hit vehicle:
Hit object in road None Off road: None
Did not leave carr Age of Driver 23 Female
Not hit and run Breath test Driver not contacted
Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 17 Male Pedestrian Severity: Slight
Not a pupil
Seatbelt Not Applicable Cycle helmet: Not a cyclist

On Ped Crossing NE bound

Driver's nearside

Accidents between dates **01/12/2018** **and** **30/11/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("AW ST MARGARETS LANE, TITCHFIELD BACS/SR/0224/025")

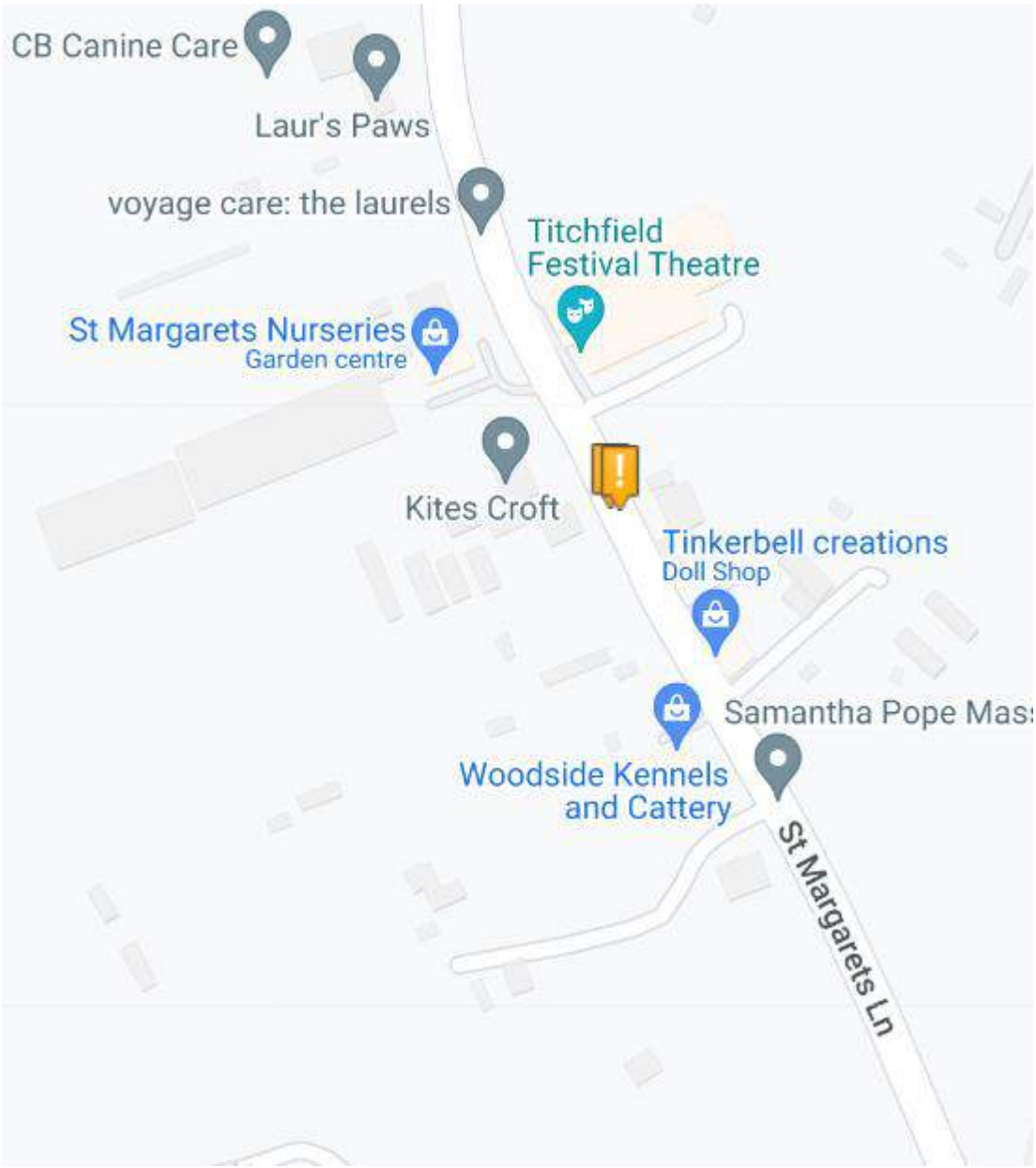
Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	0	7	7
2-wheeled motor vehicles	0	0	2	2
Pedal cycles	0	1	1	2
Horses & other	0	0	0	0
Total	0	1	10	11

Casualties:

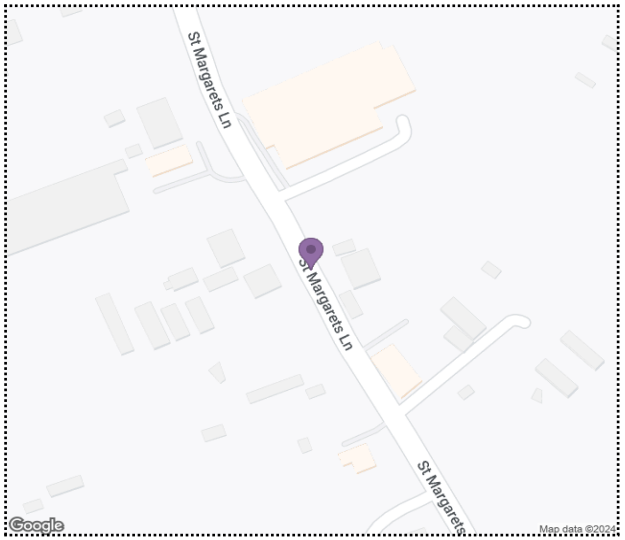
	Fatal	Serious	Slight	Total
Vehicle driver	0	0	7	7
Passenger	0	0	1	1
Motorcycle rider	0	0	2	2
Cyclist	0	1	1	2
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	1	12	13


CB Canine Care
Laur's Paws
voyage care: the laurels
Titchfield
Festival Theatre
St Margarets Nurseries
Garden centre
Kites Croft
Tinkerbell creations
Doll Shop
Samantha Pope Mass
Woodside Kennels
and Cattery
St Margarets Ln

crashmap.co.uk

Validated Data

Crash Date:	Wednesday, January 14, 2015	**Time of Crash:**	11:15:00	**Crash Reference:**	2015440014978
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hampshire			**Vehicles:**	1
Local Authority:	Fareham			**OS Grid Reference:**	453317 106156
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

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Validated Data

Crash Date: Wednesday, January 14, 2015 **Time of Crash:** 11:15:00 **Crash Reference:** 2015440014978

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	21 - 25	In carriageway, not crossing	Walking along in carriageway - back to traffic

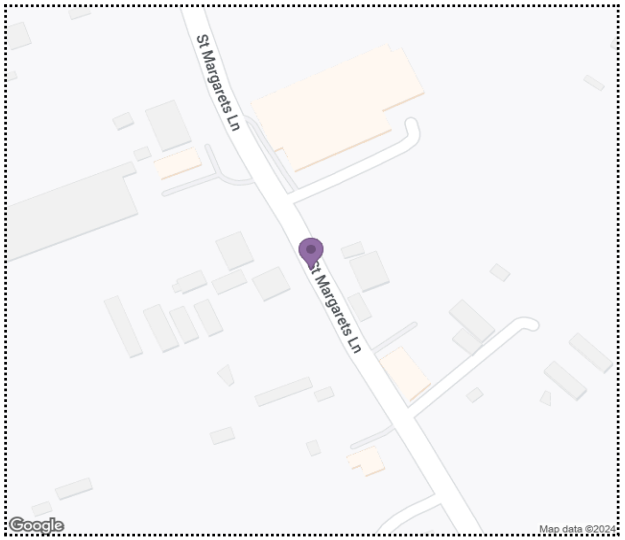
For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

crashmap.co.uk

Validated Data

Crash Date:	Sunday, December 17, 2017	**Time of Crash:**	10:30:00	**Crash Reference:**	2017440492447
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Hampshire			**Vehicles:**	2
Local Authority:	Fareham			**OS Grid Reference:**	453313 106158
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

powered by agilysis

Validated Data

Crash Date: Sunday, December 17, 2017 **Time of Crash:** 10:30:00 **Crash Reference:** 2017440492447

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	66 - 75	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Unknown	None	None
2	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle is passing another moving vehicle on its offside	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	66 - 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/faq

To subscribe to unlimited reports using CrashMap Pro visit: www.crashmap.co.uk/home/premium_services

Appendix I

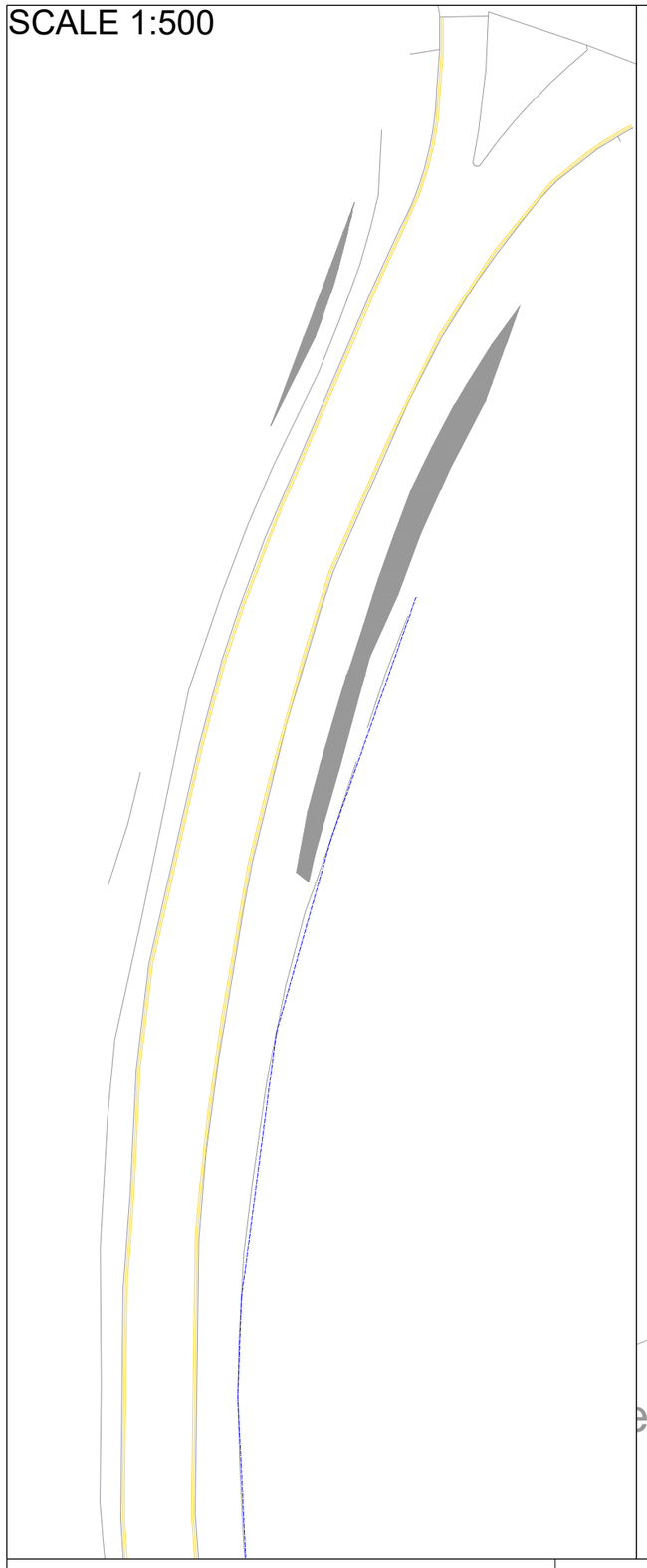

TITCHFIELD
FESTIVAL
THEATRE
YOUR LOCAL THEATRE
01329556156
WWW.TITCHFIELDFESTIVALTHEATRE.CO


HY15 KLE

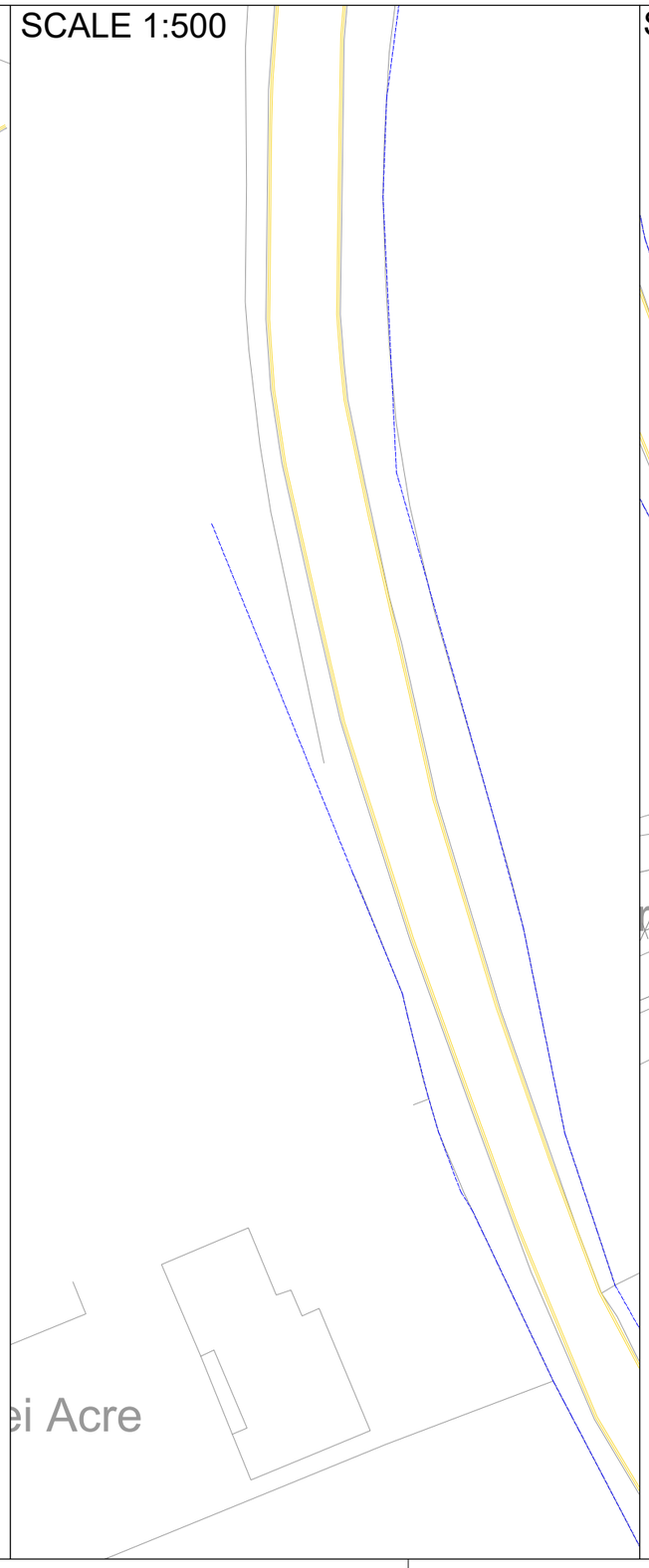

WBF

Appendix J

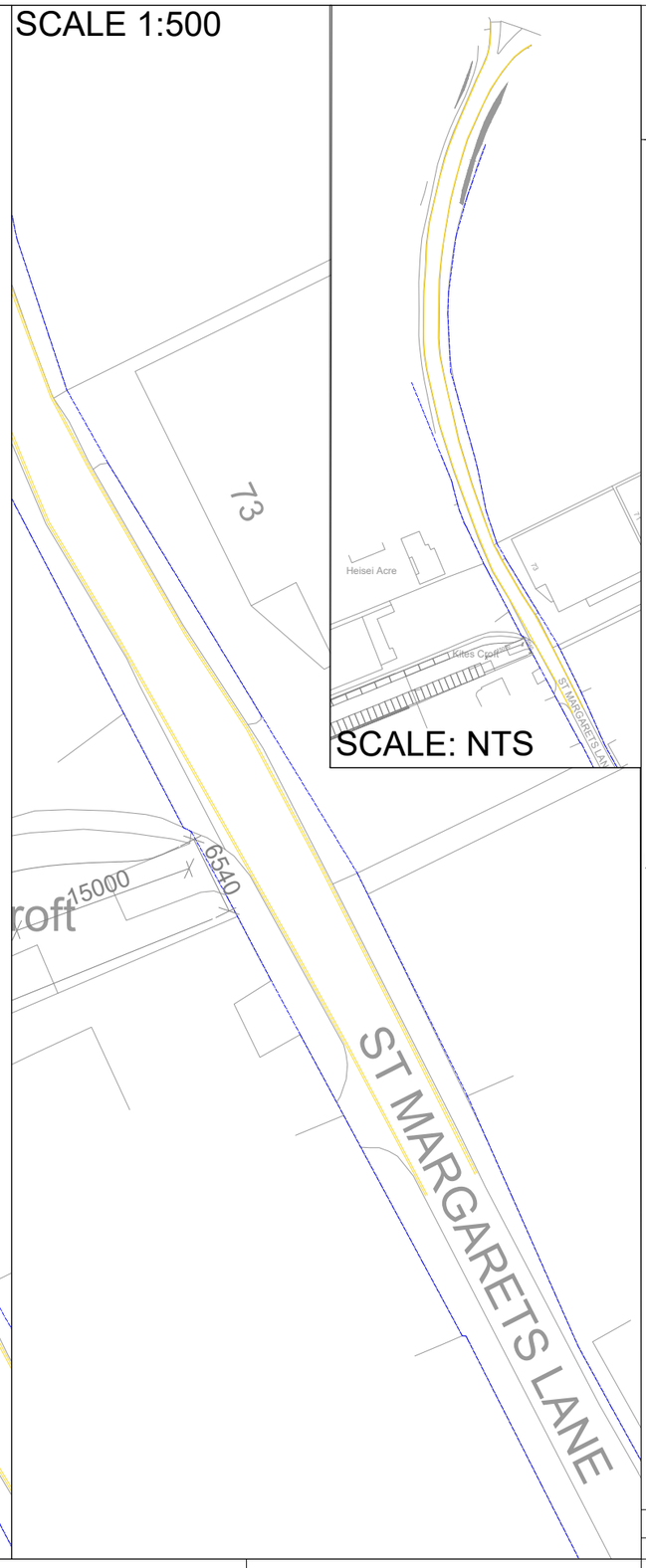
SCALE 1:500



SCALE 1:500



SCALE 1:500



SCALE: NTS

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
3. ALL FIGURED DIMENSIONS TO BE TAKEN IN PREFERENCE TO SCALED DIMENSIONS. DO NOT SCALE THIS DRAWING.
4. PAUL BASHAM ASSOCIATES ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY OF BACKGROUND INFORMATION PRODUCED BY THIRD PARTIES – THIS MUST BE TREATED AS INDICATIVE ONLY.
5. THIS DRAWING SHOULD ONLY BE USED FOR CONSTRUCTION IF THE PROJECT PHASE IN THE TITLE FRAME BELOW IS SHOWN AS “CONSTRUCTION”. PAUL BASHAM ASSOCIATES TAKE NO RESPONSIBILITY FOR CONSTRUCTION WORKS UNDERTAKEN TO DRAWINGS WHICH ARE NOT MARKED UNDER THIS PHASE.

KEY

HIGHWAY BOUNDARY

POTENTIAL 285M PARKING RESTRICTIONS

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	02.04.24	TAF	MDS

Project Name
TITCHFIELD FESTIVAL THEATRE, ST MARGARETS LANE

Project Phase
PRELIMINARY

Title
POTENTIAL LOCATION OF TRAFFIC REGULATION ORDER PARKING RESTRICTIONS

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
PRIVATE CLIENT

Date Created	Drawn By	Approved By	Suitabilty Code
27.03.24	TAF	MDS	-

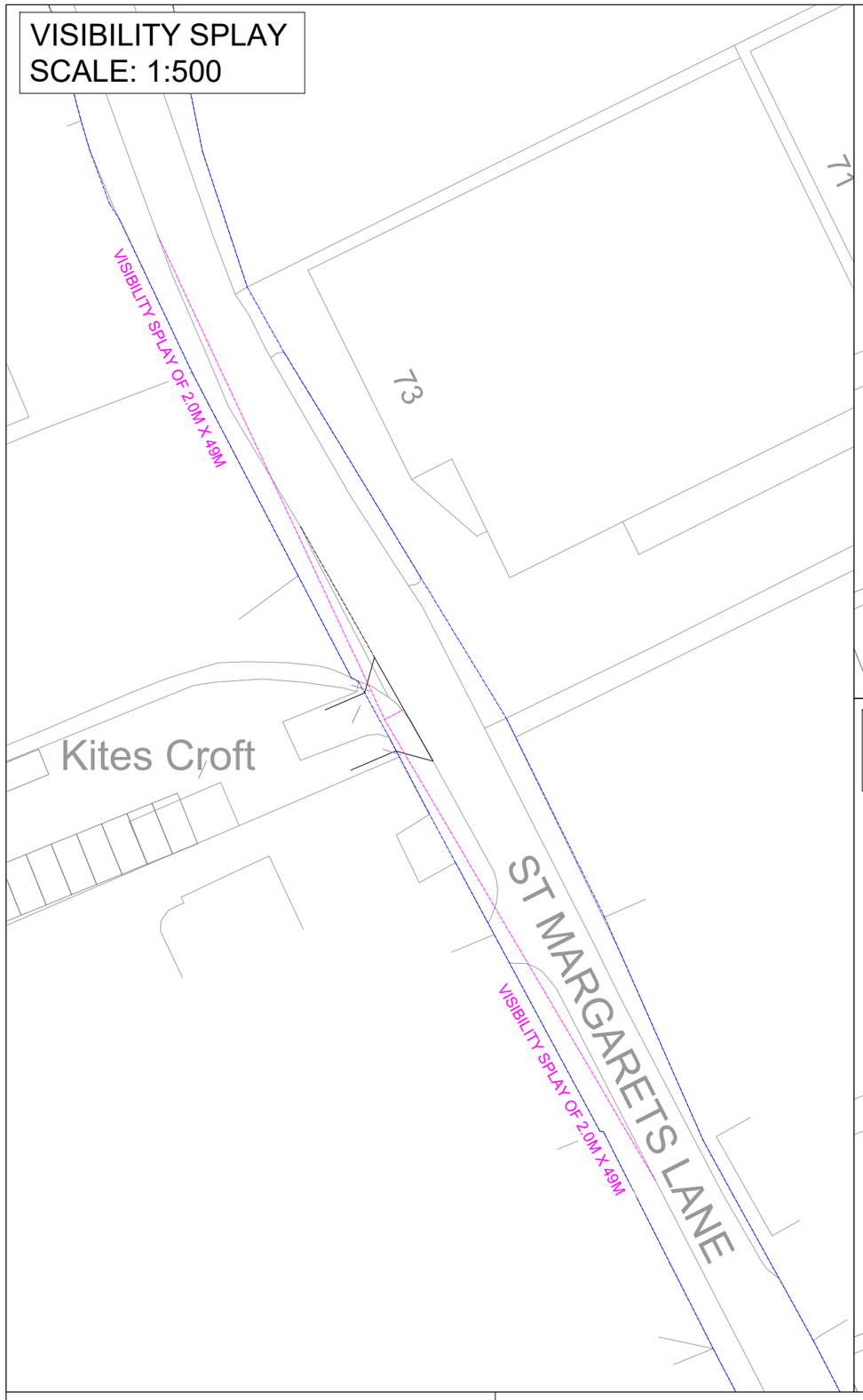
PBA Project Number	Scale	
022.0032	AS SHOWN	(AT A3)

PBA Drawing No:	Revison
022.0032-0003	P01

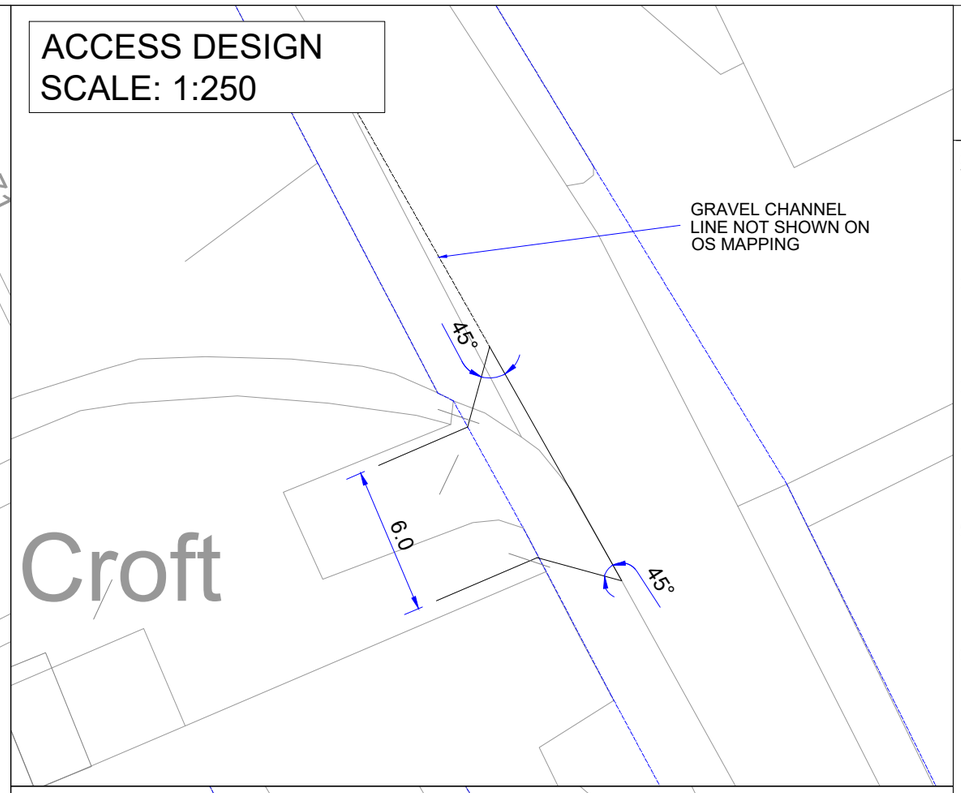
Appendix K

Appendix L

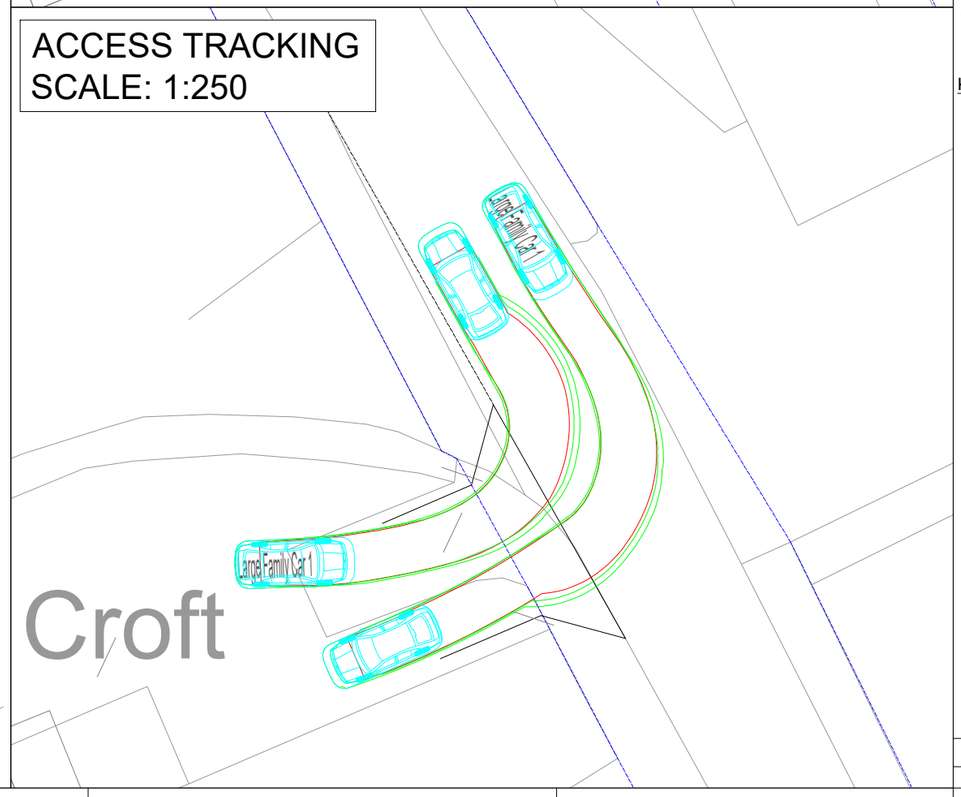
VISIBILITY SPLAY
SCALE: 1:500



ACCESS DESIGN
SCALE: 1:250



ACCESS TRACKING
SCALE: 1:250



GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS, DETAILS AND SPECIFICATIONS.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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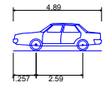
6. VISIBILITY SPLAYS ARE BASED OFF OF RECORDED 85TH%ILE SPEEDS OF 33.0MPH NORTHBOUND AND 33.1MPH SOUTHBOUND ON ST MARGARETS LANE.
7. VISIBILITY SPLAY MEASUREMENTS ARE IN ACCORDANCE WITH GUIDANCE FROM HCC'S TG3 DOCUMENT.
8. VEHICLES HAVE BEEN TRACKED TO 10MPH IN ACCORDANCE WITH HCC GUIDANCE.

KEY

VISIBILITY SPLAY

HIGHWAY BOUNDARY

VEHICLE PROFILE



Large Family Car 1	
Overall Length	4.890m
Overall Width	1.940m
Overall Body Height	1.512m
Min Body Ground Clearance	0.273m
Max Track Width	1.890m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.100m

NORTH

PRELIMINARY

DRAWING/DESIGN IS STILL 'IN DEVELOPMENT'
YOU ARE ADVISED TO MAKE DUE ALLOWANCE

Rev	Description	Date	By	App'd
P01	FIRST ISSUE	22.02.24	TNP	TAF

Project Name
TITCHFIELD FESTIVAL THEATRE, ST MARGARETS LANE

Project Phase
PRELIMINARY

Title
VISIBILITY SPLAYS & ACCESS DESIGN WITH TRACKING

paulbasham associates
Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client
PRIVATE CLIENT

Date Created	Drawn By	Approved By	Suitabilty Code
22.02.24	TNP	TAF	-

PBA Project Number	Scale	
022.0032	AS SHOWN	(AT A3)

PBA Drawing No:	Revison
022.0032-0001	P01

QMS2011/v8/210723/JM

Appendix M

Hampshire County Council

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Mace Group
Anglo St. James House
Winchester
SO23 9EH

Enquiries To Matt Lewis
Direct Line 01962 846817
Date 19 December 2019

My reference 027178
Your reference
Email matt.lewis@hants.gov.uk

Dear Mr White,

Fareham, Arts Entertainment and Community Venue, Osborn Road

Redevelopment of Fernham Hall and alterations to highway layout

These comments are in response to the request for pre-application advice for the alterations to the highway layout in line with the proposed redevelopment of Fernham Hall. A meeting was conducted on 11th December with most detail discussed and agreed.

During the meeting it was requested that the Highway Authority expedite their response due to short timescale. Whilst it was agreed that this would be possible, a caveat was added that engineering comments may have to follow after due to current workloads of the engineering team. These comments are therefore provided without the comments from our engineering team, but these will follow in a second formal response once received.

The scale of the development is relatively minor when looking at the net impact. A Transport Statement (TS) will be required to illustrate that the impacts have been studied and if there are any noted issues. As discussed in the meeting, the TS can be relatively high-level (i.e. a desk study of the TRICS database and PIA data) to confirm the net increase of traffic is expected to be minor.

The current one-way system into the car park adjacent to Church Path is proposed to change to a two-way system. The width of the existing road is sufficient to

accommodate two-way movement. It was noted that the left turn into the car park may be difficult with the restricted width, and this should be shown to be possible via suitable tracking drawings, or an altered layout of the car park to allow easier access.

The junction of the car park entrance with the highway will be flared to the west to allow easier egress. The visibility to the junction of Osborn Road will be less than existing and reduced to circa 25m. Whilst significantly lower than the post speed limit (30 mph) the nature of the road in front of Fernham Hall should not lend to high flows or speeds, with a majority of traffic staying on Osborn Road and only diverting for access.

The reduction in this visibility could be acceptable in this situation, however engineering comments must be received prior to providing a set position.

The width of the road adjacent to Fernham Hall will be reduced to accommodate the extended building footprint. It is noted that the existing road width is in excess of what is required, particularly for a one-way system. The reduced width is still compliant with MfS and the Highway Authority would raise no issue with this design.

The pedestrian footpath will also be relocated inline with the building footprint, and will meet the MfS criteria. During the site meeting, it was noted there is a desire for connecting the western end of the footpath to the multi-storey car park. This could be achieved by the installation of dropped kerbs to allow easier access, and should be considered in the design.

The coach bay has also been relocated, but will maintain the width of existing. No operational concerns are known with this configuration and the proposal is therefore acceptable.

Notwithstanding this, it is noted that as a parked coach will be closer to the car park north of Fernham Hall, egress may be hampered. Tracking drawings should show that the movement is still possible or if a slight realignment (or removal) of the existing kerbs is required.

The junction to the library service area remains relatively unchanged and no concerns are raised in this regard. It is suggested the road markings are refreshed. The delivery area next to this junction requires a vehicle to reverse into the service area next to Fernham Hall. It is requested that some signage indicating an active delivery area is installed, and possibly some indictive road markings at the delivery entrance (i.e. yellow hatching) to make clear to road users the access is in use. It would also be prudent to restrict delivery times through a planning condition to minimise conflict with traffic, (i.e. no deliveries during performances).

Details of the existing utilities will need to be obtained, as the works within the highway may required these to be diverted. This can however, be addressed through the S278

application process if planning approval is obtained.

The Highways Authority has no objection in principle to the development. However, the applicant should consider the above points should they be minded to submit a full application. The above comments are based upon the limited information provided and should not be considered binding or to represent the Highway Authority's definitive view. As mentioned above, once further comment from our engineering team have been received, they will be conveyed in a second response and may supercede the above comments.

Yours sincerely,

Matt Lewis
Assistant Transport Planner

Hampshire County Council

Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD

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0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

Enquiries To	Matt Lewis	*My reference*	027507
Direct Line	01962 846817	*Your reference*	P/20/0055/FP
Date	6 April 2020	*Email*	farehamdc@hants.gov.uk

Dear Mr Wright,

Ferneham Hall Osborn Road Fareham PO16 7DB

Redevelopment of existing Ferneham Hall multi-purpose venue, incorporating partial demolition and extensions to existing building including new flytower

These comments are in response to the amended plans submitted under planning application P/20/0055/FP. Previous comments were made by the Highway Authority on 06 March 2020. The following issues were raised:

- Transport Statement was required;
- Width of the existing road to be shown to show the road is of sufficient width to accommodate two-way movement;
- Tracking drawings provided showing the left turn into the car park is achievable;
- Visibility splays for existing the car park to be shown;
- Tie-in details to the existing car-park to the east;
- Swept path analysis showing vehicles can access and egress safely after removal of the existing one-way configuration; and,
- Tracking drawings showing that coaches can egress when two coaches are parked in the layby.

The submitted information has satisfactorily addressed all the above points. The TS shows an increase in traffic, however due to the timings of expected traffic relating to the proposals, it is not considered to have a severe impact on the local road network. Sufficient parking is also considered to be available, albeit this is a matter for FBC as

the local parking authority.

After reviewing the proposals, the Highway Authority is satisfied that there is no direct or indirect impact upon the operation or safety of the local highway network and would therefore recommend:

No objection, subject to the following condition:

CONSTRUCTION METHOD STATEMENT REQUIRED

No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
(a) A programme of and phasing of demolition (if any) and construction work;
(b) The provision of long term facilities for contractor parking;
(c) The arrangements for deliveries associated with all construction works;
(d) Methods and phasing of construction works;
(e) Access and egress for plant and machinery;
(f) Protection of pedestrian routes during construction;
(g) Location of temporary site buildings, compounds, construction material,and plant storage areas;
Demolition and construction work shall only take place in accordance with the approved method statement.
Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

Yours sincerely,

Matt Lewis
Assistant Transport Planner

Appendix N

Paul Basham Associates Hamble Lane Southampton Licence No: 247601

Calculation Reference: AUDIT-247601-240424-0410

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 07 - LEISURE
Category : W - THEATRE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

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:	Number of seats
Actual Range:	187 to 341 (units:)
Range Selected by User:	187 to 1915 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 19/10/13

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

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

Selected survey types:

Manual count	1 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 undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1

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:

Residential Zone	1

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	X days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	1 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®.

Population within 500m Range:
All Surveys Included
Population within 1 mile:

25,001 to 50,000	1 days

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

Secondary Filtering selection (Cont.):

Population within 5 miles:
250,001 to 500,000 1 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 1 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 1 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 1 days

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

LIST OF SITES relevant to selection parameters

1 TW-07-W-01 THEATRE TYNE & WEAR
SALTWELL VIEW
GATESHEAD

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of seats: 187
Survey date: MONDAY *07/10/13* *Survey Type: MANUAL*

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
BK-07-W-01	08/12/12	Weekend

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.16

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00	1	187	0.016	1	187	0.000	1	187	0.016
18:00 - 19:00	1	187	0.225	1	187	0.011	1	187	0.236
19:00 - 20:00	1	187	0.102	1	187	0.011	1	187	0.113
20:00 - 21:00	1	187	0.000	1	187	0.005	1	187	0.005
21:00 - 22:00	1	187	0.000	1	187	0.000	1	187	0.000
22:00 - 23:00	1	187	0.000	1	187	0.316	1	187	0.316
23:00 - 24:00									
Total Rates:			0.343			0.343			0.686

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.*

Parameter summary

Trip rate parameter range selected:	187 - 341 (units:)
Survey date date range:	01/01/04 - 19/10/13
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	1
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 show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 07 - LEISURE/W - THEATRE
MULTI-MODAL CARS
Calculation factor: 1 SEATS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	Trip Rate	No. Days	Ave. SEATS	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									
06:00 - 07:00									
07:00 - 08:00									
08:00 - 09:00									
09:00 - 10:00									
10:00 - 11:00									
11:00 - 12:00									
12:00 - 13:00									
13:00 - 14:00									
14:00 - 15:00									
15:00 - 16:00									
16:00 - 17:00									
17:00 - 18:00	1	187	0.016	1	187	0.000	1	187	0.016
18:00 - 19:00	1	187	0.219	1	187	0.011	1	187	0.230
19:00 - 20:00	1	187	0.102	1	187	0.011	1	187	0.113
20:00 - 21:00	1	187	0.000	1	187	0.005	1	187	0.005
21:00 - 22:00	1	187	0.000	1	187	0.000	1	187	0.000
22:00 - 23:00	1	187	0.000	1	187	0.310	1	187	0.310
23:00 - 24:00									
Total Rates:			0.337			0.337			0.674

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.*