



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

Proof of Evidence of Stuart Morton

Client: Fareham Borough Council

i-Transport Ref: SM/ITB19829-001

Planning Inspectorate Reference: APP/Q3115/W/23/3323268

Date: 30 April 2024

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Date: 30 April 2024

i-Transport LLP

The Square
Basing View
Basingstoke
Hampshire
RG21 4EB

Tel: 01256 898 366

www.i-transport.co.uk

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SECTION 1 **Qualifications, Experience and Scope of Evidence**

1.1 **Personal Qualifications and Experience**

1.1.1 This proof of evidence has been prepared by Stuart Morton. I am an Associate Partner of i-Transport LLP and responsible for providing transport and highways advice for development planning projects. I provide this advice at all stages of the planning process – identifying constraints and opportunities, developing access strategies, preparing transport assessments and travel plans to accompany planning applications.

1.1.2 I hold a Master’s Degree in Transport Planning from Oxford Brookes University and a Bachelor of Science Degree in Geography from University of Reading. I am also a member of the Chartered Institution of Highways and Transportation.

1.1.3 I have more than 20 years’ transport planning experience. My experience includes projects of various scales across the residential and commercial sector both within the United Kingdom and internationally. I have worked as both a consultant for private sector clients and as a Highways Development Planning Officer for a Local Highway Authority (Hampshire County Council), where I headed up a team of 10 Officers responsible for providing Statutory Consultee responses on behalf of a Local Highway Authority. I have previously appeared as an expert witness at both Hearings and Public Inquiries on transport and highway matters.

1.1.4 The evidence that I have prepared and provide for the Appeal in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

1.2 **Enforcement Appeal**

1.2.1 This proof of evidence has been prepared to assist the Inspector with highway and transport matters for the Appeal against the decision of the Council to issue an enforcement notice on land at 71-73 St Margarets Lane, Fareham, Hants, PO14 4BG (Appeal Site). The enforcement notice alleging, without planning permission:

(a) the material change of use of the Land to theatre use (sui generis); and

(b) an engineering operation to excavate and create an underground area beneath the Land.

1.2.2 The ground (a) appeal results from the creation of a new large 463 seat theatre: “Arden theatre”. There are two further theatres at the site which have planning permission.

1.2.3 I am fully familiar with the Appeal Site and the surrounding transport network in Titchfield. I have visited the Appeal Site and local area on multiple occasions during weekday network peak periods, 1 hour before the start of performances and shows (i.e. around the time when most theatre visitors would be arriving at the theatre) and at off-peak times. I have walked all key routes in the area to the north and south of the Appeal Site.

1.3 Overview of Transport Issues

1.3.1 The transport and highways concerns advanced by Fareham Borough Council (“the Council”) regarding the Appeal Site can be summarised as follows:

- 1 the walking distances for visitors to the Appeal Site are poor, local pedestrian provision and limited public transport opportunities result in an unsustainable and poorly accessible location; and
- 2 the level, location and layout of parking provision is unacceptable which results in the Appeal Site not being safely accessible for all users and detrimentally impacting on the local highway network in terms of safety and operation.

1.3.2 My evidence addresses the matters raised regarding the sustainability of the site and parking.

1.4 Background of Appointment and Transport Information

1.4.1 The Council appointed i-Transport LLP in 2024 to provide highways and transport advice for the Appeal Site.

1.4.2 A Statement of Common Ground (**CDB.1**) setting out matters on highways and transport between the Council and the Appellant has been completed and should be read alongside this proof of evidence.

1.5 Structure of Evidence

1.5.1 The remainder of my evidence is structured as follows:

- **Section 2** provides a summary of the background to the Appeal Site;
- **Section 3** provides a summary of the baseline conditions;
- **Section 4** sets out the concerns regarding the main two main highway & transport issues in the ground (a) appeal;
- **Section 5** reviews the national and local transport policy relevant to the Appeal Site; and

- **Section 6** summarises and concludes my evidence.

SECTION 2 Background to the Scheme

2.1 Background

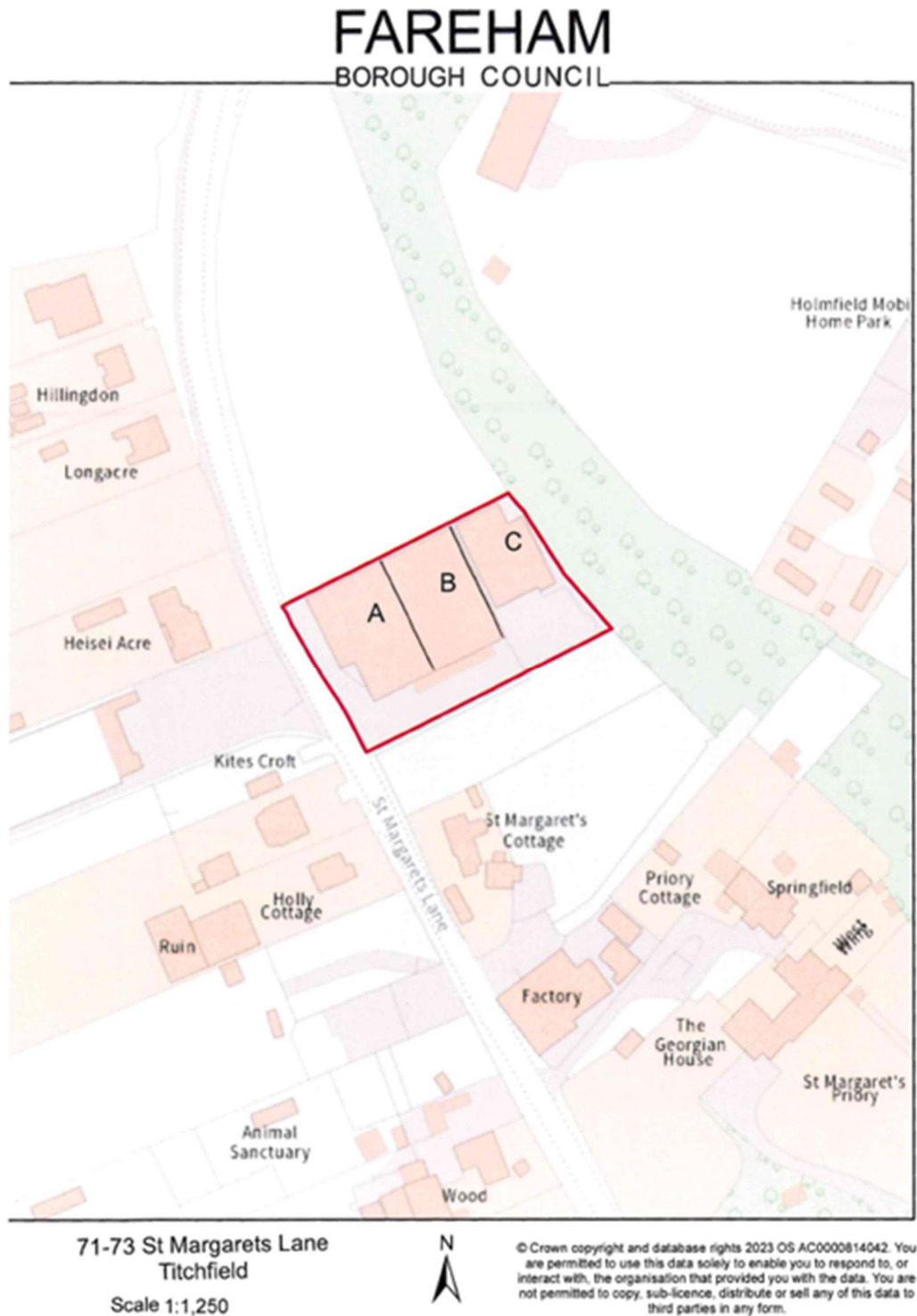
2.1.1 The Appeal Site comprises of one building having formerly comprised of two separate buildings. The Appeal Site is located to the east of St Margarets Lane, along its northern section. St Margarets Lane is semi-rural in nature, routeing generally in a north-south orientation between the A27 St Margarets Roundabout to the north and the priority junction of Common Lane / Coach Hill / St Margarets Lane to the south. The Appeal Site sits outside the settlement boundary of Titchfield (broadly located to the southeast).

2.1.2 The Appeal Site is bound:

- to the north by paddock land;
- to the east by paddock land, woodland and a mix of residential uses;
- to the south by paddock land and a mix of residential and commercial properties; and
- to the west by St Margarets Lane, paddock land and a mix of residential and commercial properties

2.1.3 A Plan of the Planning Unit in which sits the Appeal Site is included as Appendix 1 of the Statement of Common Ground (**CDB.1**) and presented below in **Image 2.1**.

Image 2.1: Plan of Planning Unit



Source: Fareham Borough Council

2.2 Fareham Borough Council's Position

Enforcement Notice Appeal

2.2.1 The Council have issued an enforcement notice on Land at 71-72 St Margarets Lane alleging material change of use of the land to theatre use (sui generis) and excavation to create an underground area beneath the land.

2.2.2 The Appeal Site comprises of 71 and part of 73 St Margaret's 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 alleged breach of planning control is not in accordance with adopted Fareham Local Plan 2037, conflicting with policies DS1, R2, D2, TIN1 and TIN2. The impacts and implications of the change of use have not been assessed through the planning system.

Planning History

2.2.3 The planning history of the Appeal Site is set out in the Statement of Common Ground (**CDB.1**).

2.2.4 Further to the above planning history, a live Planning Application (P/24/0304/FP) for the construction of a 97 space surface car park on land opposite the Appeal Site is currently under consideration. The Planning Application has been submitted by the Titchfield Festival Theatre (TFT) and includes proposed alterations to access and landscaping.

SECTION 3 Baseline Conditions

3.1.1 A summary of the key transport conditions local to the Appeal Site are presented below. A plan is included at **Figure 1**, with an extract provided below which identifies the local road network.

Image 3.1: Appeal Site Location Plan



Source:

i-Transport Figure 1

3.2 Local Highway Network

St Margarets Lane

3.2.1 The Appeal Site fronts St Margarets Lane which is a north-south link between the A27 St Margarets Roundabout and the priority junction of Common Lane / Coach Hill / St Margarets

Lane. **Images 3.2** and **3.3** below show photos taken at St Margarets Lane on 4 March 2024. It is noted a vehicle is parked in the carriageway adjacent the Appeal Site in **Image 3.3**.

Image 3.2 – St Margarets Lane (northern section facing south)



Source: i-Transport's Site Visit Photograph – 4 March 2024

Image 3.3 – St Margarets Lane (central section adjacent Titchfield Festival Theatre)



Source: i-Transport's Site Visit Photograph – 4 March 2024

- 3.2.2** St Margarets Lane is subject to a 30mph speed limit for the majority of its length, transitioning to 40mph for the northern approach to A27 St Margarets Roundabout (with the speed limit transition approximately 30m south of the A27).
- 3.2.3** The carriageway width varies between 5.5m and 4.2m along its length. The northern section, both adjacent too and north of the Appeal Site is approximately 5.5m wide. The central section varies from 5.0m to 4.1m in width (shown in **Image 3.4** below), before widening to 5.5m south of its junction with West Street.

Image 3.4 – St Margarets Lane (central section south of Titchfield Festival Theatre / north of West Street)



Source: i-Transport's Site Visit Photograph – 4 March 2024

A27 Southampton Road

- 3.2.4 A27 Southampton Road routes to the north of the Appeal Site on approximately an east-west orientation between M27 Junction 9 and the centre of Fareham. In the vicinity of the Appeal Site, this forms a major link dual carriageway with a posted speed limit of 40mph. The carriageway is street lit with a footway adjacent the southern side and a shared footway/cycleway along parts of its northern boundary.

A27 St Margarets Roundabout

- 3.2.5 St Margarets Roundabout is a large (3 to 4 circulatory lanes) signal-controlled roundabout (with the exception of the St Margarets Lane roundabout arm), forming the junction between A27 Southampton Road, Cartwright Drive, Warsash Road and St Margarets Lane.
- 3.2.6 Around the junction, pedestrian and cycle provision includes signalised Toucan and Puffin crossings, with uncontrolled crossings for pedestrians at the St Margarets Lane arm. Crossing provision is further discussed in **Section 3.3**.

Common Lane / Coach Hill

- 3.2.7 Common Lane is a single carriageway link routeing broadly east-west between Warsash Road and St Margarets Lane. The link is subject to a posted speed limit of 30mph and is street lit.
- 3.2.8 Coach Hill is a single carriageway link routeing broadly east-west between St Margarets Lane and the centre of Titchfield. It is subject to a 30mph speed limit and is street lit along its length. Footways exist along its length on either one or both sides of the carriageway.

3.3 **Walking and Cycling Opportunities**

St Margarets Lane

- 3.3.1 Limited pedestrian infrastructure is provided along St Margarets Lane. Along the northern section, a 1.5m footway extends along the western side of St Margarets Lane between St Margarets Roundabout to a point adjacent the Appeal Site.
- 3.3.2 No pedestrian provision is present along the central section south of the Appeal Site to West Street.
- 3.3.3 Along the southern section from the West Street junction, a 1.8m footway extends along the eastern side of St Margarets Lane to the junction with Common Lane / Coach Hill.
- 3.3.4 No dedicated cycling infrastructure is provided along St Margarets Lane. Figure 4.1 of the DfT Document LTN 01/20 'Cycle Infrastructure Design July 2020 (**CDC.3**) (extract below shown in **Image 3.5**) sets out that St Margarets Lane is not suitable for 'mixed' cycling (i.e. within the carriage without segregation) for all people based on based on the posted speed limit at 30mph.

Image 3.5 – Figure 4.1 LTN 01/20 ‘Cycle Infrastructure Design

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

Source: LTN 01/20 ‘Cycle Infrastructure Design (July 2020)

3.3.5 The Fareham Local Cycling and Walking Infrastructure Plan 2022 (CDD.1) states the following regarding pedestrian and cyclist infrastructure along St Margarets Lane:

“There is limited existing infrastructure for walking and cycling along St Margarets Lane, with no provision on a 300m section of narrow carriageway.....Limited facilities for pedestrians and cyclists along St Margarets Lane make walking and cycling uncomfortable along this road.”

A27 St Margarets Roundabout

3.3.6 A27 St Margarets Roundabout includes a mix of pedestrian and cycle crossing provision, including signalised Toucan and Puffin crossings, and uncontrolled pedestrian crossings.

3.3.7 The Cartwright Drive arms include 2 stage signalised Toucan crossing provision for pedestrians and cyclists with a stagger provided within the central refuge (shown in **Image 3.6**).

3.3.8 There is no formal crossing infrastructure on the A27 Southampton Road eastern arms.

- 3.3.9 The St Margarets Lane arm includes an uncontrolled pedestrian crossing with a refuge provided within a central island. Dropped kerbs are also provided. No formal cycle crossing is provided.
- 3.3.10 The Warsash Road arm includes an uncontrolled pedestrian crossing with a refuge provided within the central island. Dropped kerbs are also provided. The vehicle entry arm is signalised but no dedicated pedestrian/cyclist stage is included or pedestrian signals.
- 3.3.11 The A27 Southampton Road western arms include 2 stage signalised toucan crossing provision for pedestrians and cyclists with a stagger provided within the central refuge.

Image 3.6 – St Margarets Roundabout – Cartwright Drive



Source: i-Transport's Site Visit Photograph – 4 March 2024

- 3.3.12 The Fareham Local Cycling and Walking Infrastructure Plan 2022 (**CDD.1**) states the following with regards pedestrian and cyclist provision at St Margarets Roundabout;

“Crossing St Margarets Roundabout is time consuming, inconvenient, uncomfortable and in places challenging for pedestrians and cyclists.”

Common Lane / Coach Hill

- 3.3.13 For the full length of Common Lane a footway is present along its southern boundary. There are sections of footway along its northern boundary but these are not continuous.
- 3.3.14 Pedestrian provision along Coach Hill exists along its length on either one or both sides of the carriageway.
- 3.3.15 No dedicated cycling infrastructure is provided along Common Lane / Coach Hill. LTN 01/20 ‘Cycle Infrastructure Design July 2020 (**CDC.3**) indicates the link is not suitable for ‘mixed’ cycling (i.e. within the carriage without segregation) for all people based on based on the posted speed limit at 30mph.

3.4 Public Transport – Bus

- 3.4.1 The closest bus stops to the Appeal Site are located on Warsash Road, approximately 280m and 350m north of the Appeal Site for westbound and eastbound journeys respectively (shown on **Figure 1**). The bus stops can be accessed via the footway on the western side of St Margarets Lane. These bus stops provide access to the X5 service, which operates between Southampton and Gosport.
- 3.4.2 Bus stops are also located on Common Lane, approximately 620m and 660m south of the Appeal Site for eastbound and westbound journeys respectively (shown on **Figure 1**). These bus stops provide access to the X4 service which runs between Southampton and Portsmouth. No footways are present for 400m along St Margarets Lane and bus stop users would need to walk within the carriageway to gain access to the Appeal Site.

3.4.3 In addition to the lack of continuous footway provision, these bus stops are beyond 400m, a distance which would not be considered convenient and lead to uptake of public transport to the Appeal Site. CIHT document ‘*Planning for Public Transport in Developments*’ (1999) (relevant sections provided at **Appendix A**), states (paragraph 6.20) that the maximum distance to bus stops should not exceed 400m and preferably be 300m.

3.4.4 **Table 3.1** provides a summary of the local bus service routes and timetables. The bus timetables are shown as Appendix 3 in the SoCG (**CDB.1**).

Table 3.1: Local Bus Services

Service No.	Route	Typical Frequency		
		Mon-Fri	Sat	Sun
Warsash Road Bus Stops				
X5	Southampton – Gosport	Every 40 minutes between 07:30 – 18:49.	Every hour between 09:08 – 18:39	Every hour between 07:55 – 18:43
	Final Service	Eastbound: 18:49 Westbound: 18:30	Eastbound: 18:39 Westbound: 17:32	Eastbound: 18:43 Westbound: 18:16
Common Lane Bus Stops				
X4	Southampton – Portsmouth	Every 35 – 40 minutes between 08:05 – 19:20	Every hour between 07:45 – 19:24	Every hour between 07:40 – 19:25
	Final Service	Eastbound: 19:20 Westbound: 18:33	Eastbound: 19:24 Westbound: 17:45	Eastbound: 19:25 Westbound: 18:30

3.5 Parking Provision

3.5.1 The Appellants Statement of Case (**CDD.5**) sets out in Section 3.16.6, the car parking provision currently available to the Appeal Site as follows:

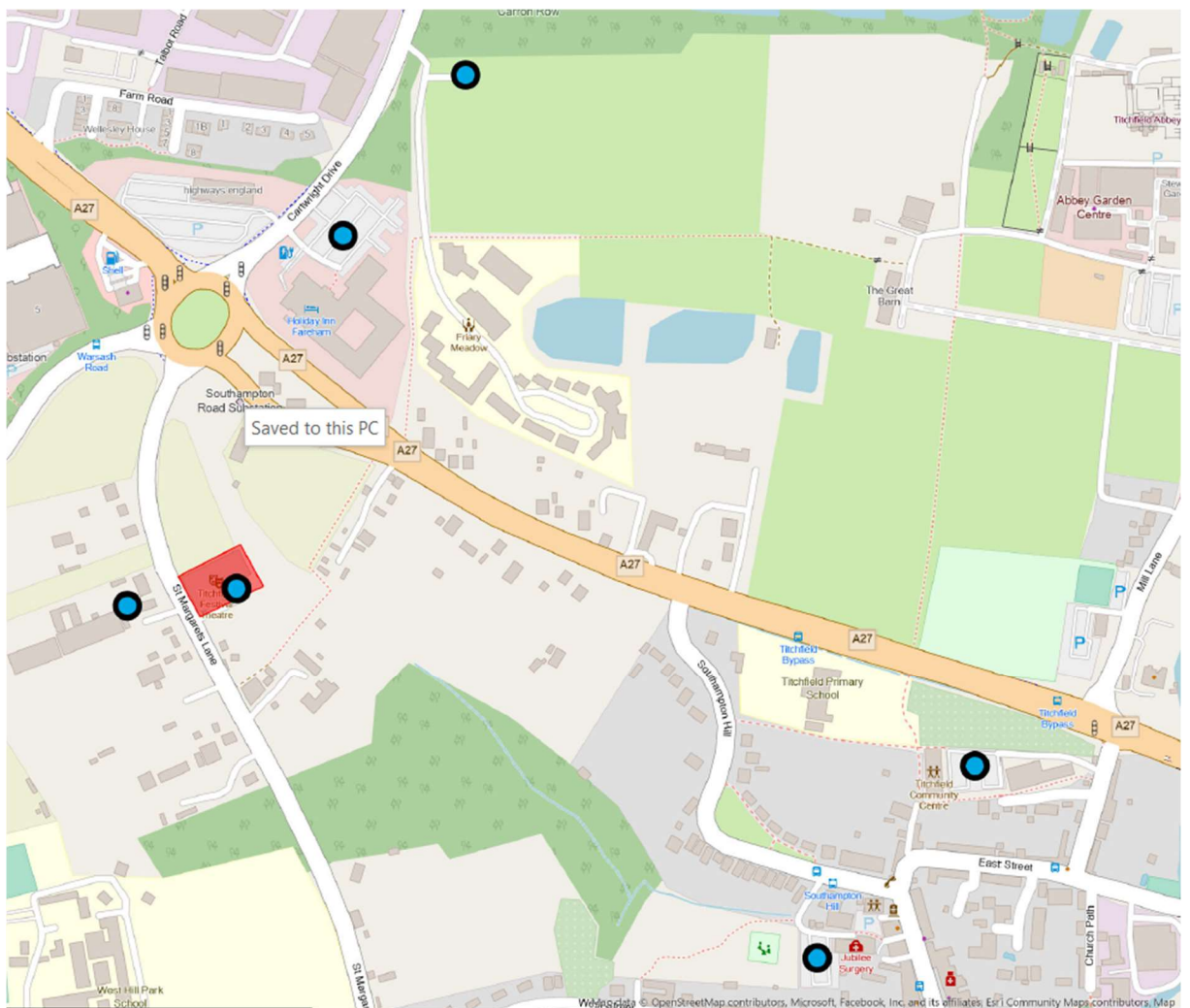
- Up to 43 spaces within the Appeal Site at the TFT;
- 40 spaces at the Garden Centre opposite; and
- Up to 90 spaces at the Holiday Inn.

3.5.2 Additionally, the TFT website states parking is available at the following locations, albeit these were not set out in the Appellants Statement of Case:

- Abbey Meadows Car Park, Titchfield;
- Titchfield Community Centre Car Park, Titchfield; and
- Barrys Meadow, Southampton Hill.

3.5.3 All of the above car parking location are shown on **Figure 2** and an extract below (**Image 3.7**). The suitability of the level, location and layout of this parking provision in the context of attended a TFT event is detailed in Section 4 of this Proof.

Image 3.7: Appeal Site Parking Plan



Source: i-Transport Figure 2

3.5.4 I understand, no formal cycle parking provision is provided at the Appeal Site.

3.6 Personal Injury Accident Data

3.6.1 I have undertaken a review of Personal Injury Accident (PIA) data between (and including) St Margarets Roundabout and Common Lane. This has been obtained from HCC for the period between 01/01/2019 and 31/12/2023 (the latest five-year period). The data shows a total of 13 PIAs during this period with two serious and eleven slight accidents. A plan showing the locations of the PIA's and the Contributory Factors Report are included as **Appendix B** of my Proof.

3.6.2 The serious accident which occurred on the 6 June 2023 is detailed to involve a parked car on St Margarets Lane, outside the Titchfield Festival Theatre. A cyclist heading southbound is reported to have collided with the rear of the parked car, having failed to notice. This confirms, on occasion, vehicles park on the carriageway adjacent the Appeal Site.

3.7 15 February 2024 Site Visit

3.7.1 A record of a site visit I undertook on 15th February 2024 coinciding with an evening performance of Les Miserable (19:30) is included as **Appendix C**. In summary I made the following observations on the local highway network during the site visit in the run up to the performance:

- Vehicles were queuing on the carriageway in both directions waiting to gain access to the Appeal Site parking area and Garden Centre parking area under the control of Parking Marshals;
- Free flow traffic conditions were impeded for non-parking vehicles, due to having to wait and give-way to opposing traffic whilst manoeuvring passed queuing vehicles;
- Indiscriminate parking observed on footway adjacent the Appeal Site;
- Queuing vehicles undertaking u-turn movements in the carriageway (and adjacent driveways) to find alternative routes;
- Pedestrians were required to walk in the carriageway when not safe to do so, as result of the footway being blocked by indiscriminately parked vehicles; and

3.7.2 In my opinion, the above observations demonstrate an unacceptable impact on highway safety.

SECTION 4 Matters of Dispute on Highways & Transport

4.1.1 This section of my evidence sets out the Council's highway and transport concerns considered to be the main issues in the ground (a) Appeal as follows:

- the site is located in an unsustainable location which cannot reasonably be accessed by non-car modes, placing unacceptable reliance on the private car; and
- there is a shortfall of parking provision, resulting in overspill queuing and indiscriminate parking. This creates an unacceptable impact on the highway network and results in an unsafe arrangement for theatre visitors and traffic on the local highway network.

4.2 Unsustainable Location

4.2.1 In my opinion the Appeal Site is located in an unsustainable location which cannot be reasonably accessed via non-car modes, including pedestrians, cyclist and public transport users. The resulting inaccessibility of the Appeal Site places undue reliance on the private car, contrary to Policy R2 and TIN1 of FBC's Local Plan 2037.

4.2.2 I set out my evidence on this matter below for each transport mode.

Accessibility for Pedestrians

4.2.3 The CIHT Planning for Walking guidance (April 2015) (**CDC.2**) outlines that 'walking neighbourhoods' are characterised as having a range of facilities within a 10-minute walk (a distance of around 800m) – this is also corroborated by Manual for Streets (**CDC.6**) paragraph 4.4.1 which sites the same distance as being walkable.

4.2.4 The CIHT Planning for Walking guidance (**CDC.2**) also considers walking distances greater than 800m and states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

4.2.5 Therefore, facilities and services within one mile (1.6km) would provide the greatest opportunity for trips to be made by walking.

- 4.2.6 It would therefore be reasonable to expect that the majority of trips to destinations such as the Appeal Site would be undertaken on foot where the walking distances accords with this guidance.
- 4.2.7 To demonstrate the geographic area which sits within these walking distances from the Appeal Site, I have undertaken an assessment utilising GIS software to broadly show the limited walking catchment of the Appeal Site. **Figure 3** presents 800m and 1,600m isochrones for the centre of the Appeal Site where footways and pedestrian links and connections are provided.
- 4.2.8 On review of **Figure 3**, very few residential dwellings are located within an 800m walking distance of the Appeal Site, extending to the following:
- Dwellings adjacent St Margarets Lane;
 - Dwellings adjacent A27 Southampton Road between the Appeal Site and Southampton Hill; and
 - Dwellings adjacent West Street
- 4.2.9 Considering the 1,600m catchment, this extends to Titchfield Village, dwellings adjacent Titchfield Park Road (to the north) and The Hurdles (to the west). In my view, this still remains a limited walking catchment and there is limited prospect that potential theatre visitors will travel to the Appeal Site on a consistent basis.
- 4.2.10 In my opinion, this will be further impacted with consideration of the limited pedestrian provision immediately south of the Appeal Site. No footway is provided adjacent St Margarets Lane, therefore to walk south of the Appeal Site, pedestrians would need to walk within the carriageway. As set out in **Section 3.3**, St Margarets Lane along its central section is as narrow as 4.2m in width and immediately abutted by vegetation. These conditions are not conducive to promoting walking and are inconsistent with CIHT guidance, Planning for Walking (April 2015) (**CDC.2**).
- 4.2.11 In my opinion, St Margarets Lane to the south of the Appeal Site does not provide an attractive route for pedestrians and would not be utilised significantly by theatre visitors. To the north, crossing of the A27 Margarets Roundabout is time consuming and inconvenient which is unattractive to pedestrians and discourages walking trips to the Appeal Site from the north.
- 4.2.12 The poor attractiveness of the walking routes are also expressed by members of the Public who have commented on Planning Application P/24/0304/FP citing highway operation and safety concerns on St Margarets Lane. Extracts included as **Appendix D**.

4.2.13 To demonstrate the effect of no footway or attractive pedestrian route south of the Appeal Site on St Margarets Lane I have produced a further assessment. **Figure 4**, presents the walking catchment from the Appeal Site without pedestrians walking in the carriage along the central section of St Margarets Lane. **Figure 4** demonstrates a large proportion of Titchfield village south or West Street fall outside an acceptable walking distance on this basis, reducing further the relevant catchment of local theatre visitors who may walk to the Appeal Site.

Summary

4.2.14 Given the location of the Appeal Site against existing residential areas, I am of the view that the Appeal Site is only accessible by foot for a very small number of local residents. Within the context of the DfT, Manual for Streets and CIHT guidance, the Appeal Site is not within a reasonable walking distance, providing poor accessibility for pedestrians. This is contrary to NPPF paragraph 114 (safe and suitable access), and FBC Local Plan 2037 Policies R2 and TIN1. On this basis, there will be an over reliance on the private car for journeys to the Appeal Site, even from the surrounding local area.

Accessibility for Cyclists

4.2.15 As set out in **Section 3.3.4** of this Proof, the Appeal Site is not served by appropriate or attractive cycle provision. There is no dedicated cycling infrastructure along St Margarets Lane and cycling is therefore not considered suitable for all people in the context of LTN 01/20 'Cycle Infrastructure Design July 2020 (**CDC.3**).

4.2.16 No formal cycle parking is provided at the Appeal Site, meaning cyclists are unable to park or securely lock their bicycle if they chose to travel by bike, notwithstanding the unattractiveness of the route along St Margarets Lane. LTN 01/20 'Cycle Infrastructure Design July 2020 (**CDC.3**) states:

Cycle parking is integral to any cycle network, and to wider transport systems incorporating public transport. The availability of secure cycle parking at home, the end of a trip or at an interchange point has a significant influence on cycle use.

Summary

4.2.17 In my opinion the Appeal Site is not accessible by bicycle for the majority of visitors, within the context of LTN 01/20 (**CDC.3**). This is contrary to NPPF paragraph 114 both in terms of appropriate opportunities to promote sustainable transport modes and safe and suitable access. This is also contrary to FBC Local Plan 2037 Policies R2, TIN1 and TIN2. On this basis, there will be an over reliance on the private car for journeys to the Appeal Site.

Access to Bus Services

- 4.2.18 As set out in **Section 3.4** above, the nearest bus stops to the Appeal Site are located on Warsash Road to the north. Those on Common Lane are not served by continuous footway to the Appeal Site and are beyond 400m, a distance which would not be considered convenient and lead to uptake of public transport CIHT document '*Planning for Public Transport in Developments*' (1999) (shown in **Appendix A**).
- 4.2.19 Pedestrian access between the Appeal Site and the bus stops on Warsash Road is achieved via a footway on the western side of St Margarets Lane. The bus stops are within a reasonable walking distance consistent with guidance set out in CIHT document '*Buses in Urban Developments*' (January 2018) (**CDC.11**), but the presence of indiscriminate parking (observed as set out in **Appendix C**) reduces the availability and attractiveness of this link.
- 4.2.20 Whilst the bus stops on Warsash Road are located within an acceptable walking distance and can be accessed via an existing footway (noting occasions of indiscriminate parking blocking the footway); in my opinion the level of service is limited and does not provide a viable alternative to the private car for theatre visitors.
- 4.2.21 Bus service X5 is the only bus service which stops at these bus stops with buses operating in each direction approximately every 40 minutes, between 07:30 and 18:49 Monday to Friday. On Saturdays and Sundays the service level reduces to every 60 minutes, with the last service at approximately 18:40.
- 4.2.22 I have reviewed the Titchfield Festival Theatre show calendar (www.titchfieldfestivaltheatre.com/whats-on-calendar) and evening performances are shown to start at 19:30. This is later than bus services operate and theatre visitors cannot therefore utilise bus services to return to their origin following a show performance. In the absence of a return bus journey, it is highly unlikely a theatre visitor will travel to the Appeal Site by bus and in my opinion the Appeal Site cannot be acceptably accessed by public transport.

Summary

- 4.2.23 The Appeal Site is not reasonably accessible by public transport due to the limited service level beyond typical evening show performance times. Travel by public transport to the Appeal Site is therefore an unattractive option for the majority of theatre visitors which is understood to attract visitors from across Fareham Borough and beyond. This is contrary to NPPF paragraph 114, and FBC Local Plan 2037 Policies R2, TIN1 and TIN2.

4.3 **Shortfall of Acceptable Car Parking**

4.3.1 In my opinion, there is a shortfall of acceptable car parking provided for the Appeal Site. The quantum, location and layout of parking provision is unacceptable resulting in overspill queuing and indiscriminate parking. This creates an unacceptable safety impact on the highway network and results in an unsafe arrangement for theatre visitors and general users of the local highway network.

4.3.2 This section of my Proof sets out the quantum of parking spaces necessary to facilitate the Appeal site, based on my review of local parking standards and the scale of demand associated with the three theatres at TFT (Arden, Acorn and Oak) at or adjacent the Appeal Site. My evidence then details the level of car parking shortfall I consider occurs at the Appeal Site and the resulting detrimental impacts on local highway operation and safety.

4.4 **Car Parking Requirements**

Car Parking Standard

4.4.1 Fareham Borough Council Non-Residential Parking Standards Supplementary Planning Document (SPD) (2015) (**CDC.10**) sets out the levels of parking expected in non-residential developments within the Borough, for operational and non-operational needs of developments in a range of Use Classes.

4.4.2 The SPD replaces parking standards for non-residential uses previously set out in HCC's Parking Strategy and Standards (2002), which were withdrawn. Car parking standards for theatre uses are not included within the SPD but were set out in the HCC Parking Strategy and Standards (2002) as 1 parking space for every 5 seats.

4.4.3 A theatre car parking standard of 1 space per 5 seats was subsequently considered robust for theatre uses at this location as part of Appeal APP/A1720/A/12/2186833, for the use of unit A for D2 and theatre uses and unit B for storage use at 73 St Margarets Lane, Fareham, PO14 4 BG.

4.4.4 Noting that the decision for Appeal APP/A1720/A/12/2186833 was issued over a decade ago and the poor levels of accessibility at the Appeal Site as set out above in Section 4.2 of my Proof, I consider this parking standard is very conservative for this location. However, for the purposes of my review into parking shortfall I do take this standard forward, since based on my below review there is a shortfall of parking provision even with a 1 space per 5 seats parking ratio applied.

Appeal Site Car Parking Requirement

4.4.5 The Arden Theatre is agreed to include 463 seats (**CDB.1**). Based on a parking standard of 1 space per 5 seats for theatre uses at this location, 93 parking spaces are required.

4.4.6 There are two pre-existing theatres; the Oak Theatre with a capacity of 200 seats and the Acorn Theatre with a capacity of 100 seats (set out in section 3.16.2 of the Appellants Statement of Case (**CDD.5**). As set out in Mr Jupps' Proof of Evidence, there are no controls limiting the theatre use to not more than one show at any one time. Under a scenario where shows occur at the same time at the Oak Theatre and Arden Theatre (which are served by separate entrances) a total of 663 seats will be available, requiring 133 parking spaces.

4.5 Car Parking Provision

4.5.1 The Appellants Statement of Case (**CDD.5**) sets out in Section 3.16.6, the car parking provision the Appellant currently considers available to the Appeal Site as follows:

- Up to 43 spaces within the Appeal Site at the TFT;
- 40 spaces at the Garden Centre opposite; and
- Up to 90 spaces at the Holiday Inn.

4.5.2 Additionally, the TFT website states parking is available at the following locations,:

- Abbey Meadows Car Park, Titchfield;
- Titchfield Community Centre Car Park, Titchfield; and
- Barrys Meadow, Southampton Hill.

4.5.3 Furthermore, the Appellants Statement of Case (**CDD.5**) sets out in Section 3.16.7 a planning application for a further 97 car parking spaces, adjacent the Appeal Site will be submitted. This has been subsequently submitted (Planning Application P/24/0304/FP).

4.5.4 In my view, the quantum and availability of these further 97 parking spaces cannot be relied upon by the Appeal Site and I set out my reasoning for this below.

4.5.5 I note a draft Unilateral Undertaking has been provided by the Appellant which included a revised parking plan which also set out alternative numbers of parking spaces for the Appeal Site and the Garden Centre. Given the Unilateral Undertaking remains a draft, my Proof considers the Appellant position on parking set out within their SoC (**CDD.5**) and Titchfield Festival Theatre website.

Available Parking at the Appeal Site

- 4.5.6 The surface apron abutting the western and southern extent of the Appeal Site building can be utilised for servicing and car parking. The Appellant contends that 43 parking spaces are available, where controlled by a Car Park Management Plan, and volunteer parking attendants to manage the access, egress and parking of cars. The parking layout under this arrangement is included as Appendix 6 in the Appellants Statement of Case (**CDD.5**).
- 4.5.7 I have undertaken a review of the parking layout presented in Appendix 6, including car tracking to demonstrate manoeuvrability into parking spaces, noting that the parking bays denoted on the plan are not demarcated on the ground at the Appeal Site. The review undertaken is shown on **Drawing ITB19829-GA-001** demonstrating that vehicles cannot access or exit parking bays without crossing into neighbouring bays. With cars present in neighbouring bays, it will not be possible to access these spaces. On this basis, there are not 43 parking spaces available, in my view.
- 4.5.8 A previous Appeal Decision (APP/A1720/A/12/2186833) considered the matter of car parking at the Appeal Site and determined that 30 parking spaces were available, increasing to 35 parking spaces where a managed scheme is in operation.
- 4.5.9 On the basis of these inconsistencies, I have reviewed the parking layout based on the available area and I consider car parking is available for 23 cars including 2 disabled parking spaces, providing vehicles acceptable access and manoeuvring space, without the need for parking management. This is shown on **Drawing ITB19829-GA-002 Rev B** based on the as-built footprint of the building.

Available Parking at the Garden Centre

- 4.5.10 St Margarets Nurseries is located immediately opposite the Appeal Site to the west of St Margarets Lane, where car access is provided. The appellant contends that 40 parking spaces are available within this car park, available to theatre visitors outside of the garden centre opening times; 09:00 to 17:00 daily including weekends.
- 4.5.11 Whilst no plan has been submitted by the Appellant within the Appellants Statement of Case (**CDD.5**) demonstrating this, I have undertaken a review of the parking layout and based on the available area I consider parking is available for 24 cars including 2 disabled parking spaces. This is shown on **Drawing ITB19829-GA-003 Rev A**.

4.5.12 The car park is not available to theatre visitors before 17:00. The Titchfield Festival Theatre 'What's On' brochure for the 2024 season (**Appendix E**) details occasions where performances start at 14:30., for example, on 1 and 2 March 2024. The under provision of parking would be exacerbated during these times, coinciding with periods of greater traffic flow on the highway network.

Available Parking at the Holiday Inn

4.5.13 The Appellants Statement of Case (**CDD.5**) states that up to 90 spaces are available to theatre visitors at the Holiday Inn hotel located northeast of St Margarets Roundabout, accessed via Cartwright Drive. The car park is private and not available for public use, but I understand an agreement had been reached between the Appellant and the Holiday Inn, for use of 90 parking spaces.

4.5.14 Subsequent correspondence received by the Council on the 5 March 2024, after the submission of the Appellants Statement of Case (**CDD.5**), states that these parking spaces are no longer available to the Appeal Site (email in **Appendix F**).

4.5.15 Whilst historically available, clearly the provision of up to 90 spaces at the Holiday Inn cannot now be relied upon by the Appellant.

Available Parking at Abbey Meadows Car Park

4.5.16 Abbey Meadows car park is a free public car park located north of the Appeal Site adjacent a children's play area. The car park is accessed via Cartwright Drive and the gravel surface does not include marked bays formally setting out spaces.

4.5.17 On review of the car park, I consider that approximately 40 parking spaces could be accommodated within this car park, but as a public car park the parking spaces will not exclusively be available to theatre users and in my view this will reduce the prospect of theatre users utilising the car park.

4.5.18 The walking distance between the Appeal Site and Abbey Meadows car park via the formal crossing provision at St Margarets Roundabout is 750m. Whilst the walking distance is acceptable in the context of CIHT Planning for Walking guidance (**CDC.2**) the route is time consuming and inconvenient as set out in Section 3.3.12. Again, in my view, this will reduce the prospect of theatre users utilising the car park.

Available Parking at Titchfield Community Centre Car Park

- 4.5.19 Titchfield Community Centre car park is a 92 space free public car park located east of the Appeal Site adjacent Titchfield Community Centre and other community buildings. The car park is accessed via Mill Street.
- 4.5.20 As a public car park, adjacent existing community buildings, the parking spaces will not exclusively be available to theatre users and the walking distance between the Appeal Site and Titchfield Community Centre car park is 1,300m an approximate, 17 minute walk in each direction.
- 4.5.21 The lack of surety of finding a parking space, coupled with a walking time at the upper end of the acceptable range in the context of CIHT Planning for Walking guidance (**CDC.2**) and will in my opinion reduce the prospect of theatre users utilising the car park.

Available Parking at Barry's Meadow Car Park

- 4.5.22 Barry's Meadow car park is a 60 space free public car park located east of the Appeal Site within central Titchfield. The car park is accessed via Southampton Hill and parking times are limited to a maximum of 3 hours.
- 4.5.23 In my opinion the only available walking route between Barry's Meadow car park and the Appeal Site is via High Street, East Street, Mill Street, A27 Southampton Road and St Margarets Lane, since footways are present along these links. No footway is available along Southampton Hill and would therefore not be an attractive route for pedestrians.
- 4.5.24 The walking distance between the Appeal Site and Barry's Meadow car park is therefore approximately 1,600m equating to a 20 minute walk in each direction. This is at the upper end of the acceptable range in the context of CIHT Planning for Walking guidance (**CDC.2**), and taking the walk time into account and the 3 hour limit on parking, will leave too short a period of time for the car park to be utilised by theatre users.
- 4.5.25 The lack of surety of finding a parking space and the 3 hour maximum limit, coupled with a walking time at the very upper end of the acceptable range will, in my opinion, result in theatre users not using the car park as a parking location to gain access to the Appeal Site.

97 Space Surface Car Park Planning Application

- 4.5.26 A planning application (P/24/0304/FP) for 97 car parking spaces on Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG was submitted on 5th March 2024 by Titchfield Festival Theatre.

4.5.27 The application is supported with a Transport Statement (attached as **Appendix G**) which states the car park is for use by Titchfield Festival Theatre. The planning application is yet to be determined and notwithstanding the matters raised by HCC as Local Highway Authority (4 April 2024 consultation response attached as **Appendix H**), the proposed provision of 97 parking spaces cannot be relied upon by the Appellant.

4.5.28 I have reviewed the HCC consultation response dated 4 April 2024 and draw out the following points, which accord with my own view on highway and transport matters;

- a significant level of on-street parking associated with the theatre activities/performances regularly occurs;
- a vehicle parked on the carriageway outside of the Appeal Site was collided into by a cyclist;
- vehicles entering the proposed car park and Appeal Site should limit conflicting vehicle turning movements to avoid queuing on the carriageway; and
- concern that the car park layout provides no specific pedestrian facilities will lead to conflict between pedestrians and vehicles, which is unacceptable.

4.5.29 In my opinion these matters reinforce my view that the Appeal Site does not provide acceptable parking provision.

4.5.30 I have also reviewed the public consultation comments and note there are many references to vehicles parking on the carriageway adjacent the Appeal Site and concerns regarding road safety. Extracts of a sample of public consultation comments are included as **Appendix D**. In my view these matters demonstrate Appeal Site does not provide appropriate levels of parking and has an unacceptable impact on highway safety.

4.5.31 Section 4.4 of the Transport Statement (attached as **Appendix G**) states that in the event the 97 spaces are filled, theatre visitors will be directed to the Holiday Inn car park, or the Garden Centre car park. In my view this indicates the Applicant/Appellant considers the proposed parking provision of 97 spaces to be inadequate. As set out in **Section 4.5.12**, the Holiday Inn provision is also now not available to theatre visitors and the Garden Centre is only available after 17:00 to theatre visitors.

4.6 **Parking Shortfall**

4.6.1 **Section 4.4** of my Proof sets out that even with a very conservative estimate, 93 parking spaces are required to serve the Arden Theatre, increasing to 133 parking spaces in a scenario with both the Arden Theatre and Oak Theatre showing performances at the same time. I understand there are no controls preventing this from occurring.

4.6.2 **Section 4.5** of my Proof sets out the quantum of parking available to the Appeal Site (by time of day, noting the Garden Centre availability). This includes the quantum contended by the Appellant, and my subsequent opinion following my review of the stated parking areas.

4.6.3 Whilst I do not agree with the quantum of exclusive parking spaces the Appellant contends are available, I take both their parking numbers and those I consider available, and review these against the required parking space quantum for potential scenarios. This is set out below.

Scale of Parking Shortfall

4.6.4 The exclusively available parking spaces for the Appeal Site under the Appellant's stated position, the previous Appeal Decision (APP/A1720/A/12/2186833) and my position are each compared against an Arden Theatre only requirement and a combined Arden Theatre and Oak Theatre parking requirement:

- **Scenario 1**

- 43 Appeal Site Parking Spaces – Appellant's stated;
- 40 Garden Centre Parking Spaces - Appellant's stated.

- **Scenario 2**

- 35 Appeal Site Parking Spaces – Previous Appeal position;
- 40 Garden Centre Parking Spaces - Appellant's stated.

- **Scenario 3**

- 23 Appeal Site Parking Spaces – My position;
- 40 Garden Centre Parking Spaces - Appellant's stated.

- **Scenario 4**

- 43 Appeal Site Parking Spaces – Appellant's stated ;
- 24 Garden Centre Parking Spaces – My position.

- **Scenario 5**
 - 35 Appeal Site Parking Spaces – Previous Appeal position;
 - 24 Garden Centre Parking Spaces – My position.
- **Scenario 6**
 - 23 Appeal Site Parking Spaces – My position;
 - 24 Garden Centre Parking Spaces – My position.
- **Scenario 7**
 - 43 Appeal Site Parking Spaces – Appellant’s stated;
 - No Garden Centre Parking Spaces – Performance time before 17:00.
- **Scenario 8**
 - 35 Appeal Site Parking Spaces – Previous Appeal position;
 - No Garden Centre Parking Spaces – Performance time before 17:00.
- **Scenario 9**
 - 23 Appeal Site Parking Spaces – My position;
 - No Garden Centre Parking Spaces – Performance time before 17:00.

4.6.5 **Table 4.1** below sets the available parking spaces and the level of parking required against each of the above scenarios.

Table 4.1 Parking Shortfall

Scenario	Appeal Site Parking Spaces	Garden Centre Parking Spaces	Total Parking Spaces	Arden Theatre		Arden Theatre and Oak Theatre	
				Parking Required	Parking Balance	Parking Required	Parking Balance
1	43	40	83	93	-10	133	-50
2	35	40	75	93	-18	133	-58
3	23	40	63	93	-30	133	-70
4	43	24	67	93	-26	133	-66
5	35	24	59	93	-34	133	-74
6	23	24	47	93	-46	133	-86

Scenario	Appeal Site Parking Spaces	Garden Centre Parking Spaces	Total Parking Spaces	Arden Theatre		Arden Theatre and Oak Theatre	
				Parking Required	Parking Balance	Parking Required	Parking Balance
7	43	0	43	93	-50	133	-90
8	35	0	35	93	-58	133	-98
9	23	0	23	93	-70	133	-110

4.6.6 **Table 4.1** shows that under these scenarios, there is a shortfall of exclusive parking provision at the Appeal Site of between 10 and 109 spaces. Against Scenario 1, where the layout is maximised with vehicles double and triple parked in areas identified as available for parking to access the Appeal Site, there remains a shortfall of parking spaces. This shortfall is increased significantly in the further scenarios reviewed.

4.6.7 Based on my observations on site set out in Section 3.7 of this Proof including **Appendix C**, and public consultation comments on Planning Application P/24/0304/FP (extracts included as **Appendix D**), this shortfall exists currently, in the lead up and during performances at the Appeal Site. There are multiple references to vehicles parking on-street, including indiscriminately as follows;

- Observations on site set out in Section 3.7 and **Appendix C**;
- Public consultation comments on Planning Application P/24/0304/FP (**Appendix D**);
- P/24/0304/FP HCC consultation response dated 4th April 2024 (**Appendix H**) and
- PIA involving a parked car on the carriageway adjacent the Appeal Site (**Appendix B**)

4.6.8 In my opinion this overspill and indiscriminate parking demonstrates there is a shortfall of parking provision. This is contrary to Policy R2 and TIN1 of Fareham Local Plan 2037 and NPPF paragraph 114.

Consideration of Public Car Parks

4.6.9 The evidence of this shortfall is apparent despite existing public car parks which are stated by TFT as parking options (Barry Meadow, Titchfield Community Centre and Abbey Meadows) being potentially available for use currently. In my view these car parks are not being utilised due to the lack of surety of finding a parking space coupled with walking times at the upper end of that considered acceptable in the context of CIHT Planning for Walking guidance (**CDC.2**).

4.6.10 There is limited prospect that these car parks will be utilised by theatre visitors and I therefore consider they cannot be relied upon by the Appellant to address the parking shortfall. Under the above scenarios a significant proportion of theatre visitors would need to utilise the public car park before the impact of overspill parking is addressed.

Impact of Parking Provision Shortfall

4.6.11 The review set out in **Section 4.6.4** of this Proof quantifies that there is a shortfall of parking at the Appeal Site against a range of scenarios.

4.6.12 As set out within Fareham Borough Council's Non-Residential Parking Standards SPD (2015) (**CDC.10**), appropriate levels of parking are necessary to ensure development is well planned and does not adversely affect local highway and transport conditions. Inadequate levels of parking provision is identified as leading to overspill parking on the local highway network. Consequently, development which does not provide adequate levels of parking will be contrary to Policy R2 and TIN1 of Fareham Local Plan 2037.

4.6.13 In my view and as set out within my Proof Evidence, conditions observed on the highway clearly demonstrate there is a shortfall of parking at the Appeal Site, during show times. The impacts of the shortfall of parking provision at the Appeal Site were clearly demonstrated and evident as follows:

- Vehicles were queuing on the carriageway waiting to gain access to the Appeal Site parking area and Garden Centre parking area under the control of Parking Marshals;
- Free flow traffic conditions were impeded for non-parking vehicles, due to having to wait and give-way to opposing traffic whilst manoeuvring passed queuing vehicles;
- Indiscriminate parking was observed on the footway adjacent the Appeal Site which impeded pedestrians ability to walk in the footway, resulting in them having to walk in the carriageway;
- Queuing vehicles not visiting the Appeal Site were observed undertaking u-turn movements in the carriageway (and adjacent driveways) to find alternative routes, conflicting with other vehicles and pedestrians on the adjacent footway;
- Pedestrians had taken to walking within the unlit carriageway from south of the Appeal Site, in my view to avoid having to park at the Appeal Site due to the unacceptable level of provision.

4.6.14 These impacts are also widely stated within the public consultation comments on Planning Application P/24/0304/FP (**Appendix D**).

4.6.15 In my opinion, the above evidence demonstrates an impact on highway operation and an unacceptable impact on safety, contrary to Policy R2, TIN1 and TIN 2 of Fareham Local Plan 2037 (**CDC.7**) and NPPF paragraph 115 (**CDC.9**).

Parking Layout

4.6.16 Whilst the Appellant contends that the parking layout can be maximised through parking management on site, the layout created (shown in **CDB.1**) provides limited or no provision within the layout to facilitate pedestrian movement to gain access to the theatre building. Additionally, no disabled parking provision is included contrary to Fareham Borough Council Non-Residential Parking Standards Supplementary Planning Document (SPD) (2015) (**CDC.10**).

4.6.17 I am of the view the Appeal Site conflicts with the accessibility and site layout elements of Policy TIN1 which sets out development will be permitted where internal layout are compatible for all user, safe, functional and accessible.

4.6.18 Members of the public, reporting to be users of the Appeal Site also indicate the layout and provision to be unattractive and unsafe when commenting on the 97 space car park planning application P/24/0304/FP (extracts in **Appendix D**)

SECTION 5 Policy Context

5.1.1 This section of my evidence provides an overview of the national and local planning policy context that is relevant to the highway and transport aspects of this appeal.

5.2 National Policy Context – ‘National Planning Policy Framework

5.2.1 The latest version of the Framework was published in December 2023. Paragraphs 114 – 117 set out specific transport matters when considering development proposals including the severe impact test as follows:

“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.” (ref: NPPF Dec 2023 – paragraph 115)

5.2.2 There is no definition in the Framework of what level ‘severe’ is. The reason for that is that it should be based on local circumstances. The DCLG letter dated 23 August 2016 in **Appendix I** of this Proof identifies that there is no national definition of severe because the NPPF is designed to be interpreted and applied locally. The DCLG letter also sets out that:

“local authorities are best placed to decide whether the particular impacts of a development on the road system will be severe, taking into account local circumstances.”

5.2.3 ‘Unacceptable impact on highway safety’ was added to the July 2018 version of the Framework, separate from the residual cumulative impacts being severe on the road network. This sets a distinction between the thresholds.

5.2.4 Alongside the unacceptable impact on highway safety and severe impact test, the Framework provides the ‘four key transport tests’ that are set out in paragraph 114, and which can be summarised as follows:

- will the opportunities for sustainable travel be appropriately taken up, given the type of development and its location?
- will safe and suitable access be provided?
- will the development be designed in accordance with national design guidance?
- will the traffic impacts be acceptable?

5.3 Local Policy Context

5.3.1 Local policies relevant to the Appeal Site are summarised and reviewed below.

Fareham Local Plan 2037

5.3.2 The Development Plan relevant to the appeal is Fareham Local Plan 2037 (**CDC.7**). In highway and transport terms, policies R2, TIN1 and TIN2 set out the following:

Policy R2: Out-of-Town Proposals for Town Centre Uses

5.3.3 Proposals for main town centre uses outside of centres of parades need to be able to demonstrate that:

“b) appropriate levels of parking are provided; and

c) the site is located inside the defined urban areas and is accessible, particularly by public transport; and

e) the proposals would not have any unacceptable environment, amenity or traffic implications in line with Policy D2”

5.3.4 I am of the view the Appeal Site does not provide appropriate levels of parking, is not accessible by non-car modes including public transport and has an unacceptable impact on traffic. On this basis, my opinion is the Appeal Site does not accord with Policy R2.

Policy TIN1: Sustainable Transport

5.3.5 Policy TIN1 supports new development which is not unduly reliant on the private car. New development should connect with pedestrian and cycle infrastructure and public transport networks and offers genuine modal choice. Policy TIN1 states that development will be permitted where it:

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

5.3.6 I am of the view the Appeal Site conflicts with the accessibility and site layout elements of Policy TIN1.

Policy TIN2: Highway Safety and Road Network

5.3.7 Policy TIN2 sets out that development will be permitted following consideration of its impact of highway safety and the residual impacts of its highway impact have been mitigated. Policy TIN2 states the following:

“Development will be permitted where:

- a) *There is no unacceptable impact on highway safety, and the residual cumulative impact on the road network 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.*

5.3.8 I am of the view the traffic impact arising from the Arden Theatre at the Appeal Site alone or in combination with either or both of the existing theatre(s) conflicts with the highway safety element of Policy TIN2.

SECTION 6 Summary and Conclusion

6.1.1 This proof of evidence has been prepared to assist the Inspector with highway and transport matters for the Appeal against the decision of the Council to issue an enforcement notice on land at 71-73 St Margarets Lane, Fareham, Hants, PO14 4BG.

6.1.2 The transport and highways concern advanced by the Council can be summarised as follows:

- 1 the walking distances for visitors to the Appeal Site, local pedestrian provision and limited public transport opportunities result in an unsustainable and poorly accessible location; and
- 2 the level, location and layout of parking provision is unacceptable which results in the Appeal Site not being safely accessible for all users and detrimentally impacting on the local highway network.

6.2 Unsustainable Location

6.2.1 In my opinion, I have demonstrated the site is located in an unsustainable location which cannot be reasonably accessed via non-car modes, including pedestrians, cyclist and public transport users. The resulting inaccessibility of the Appeal Site places undue reliance on the private car, contrary to Policy R2 and TIN1 of FBC's Local Plan 2037.

6.3 Shortfall of Acceptable Car Parking

6.3.1 I have set out the quantum of parking spaces necessary to facilitate the Appeal site and the scale of demand associated with the three theatres (Arden, Acorn and Oak) at or adjacent the Appeal Site. My evidence then details the level of car parking shortfall I consider occurs at the Appeal Site and the resulting detrimental impacts on local highway operation and safety. In my opinion the shortfall creates an unacceptable safety impact on the highway network and results in an unsafe arrangement for theatre visitors, contrary to Policy R2, TIN1 and TIN 2 of Fareham Local Plan 2037 (**CDC.2**) and NPPF paragraph 115 (**CDC.1**).

6.4 Conclusions

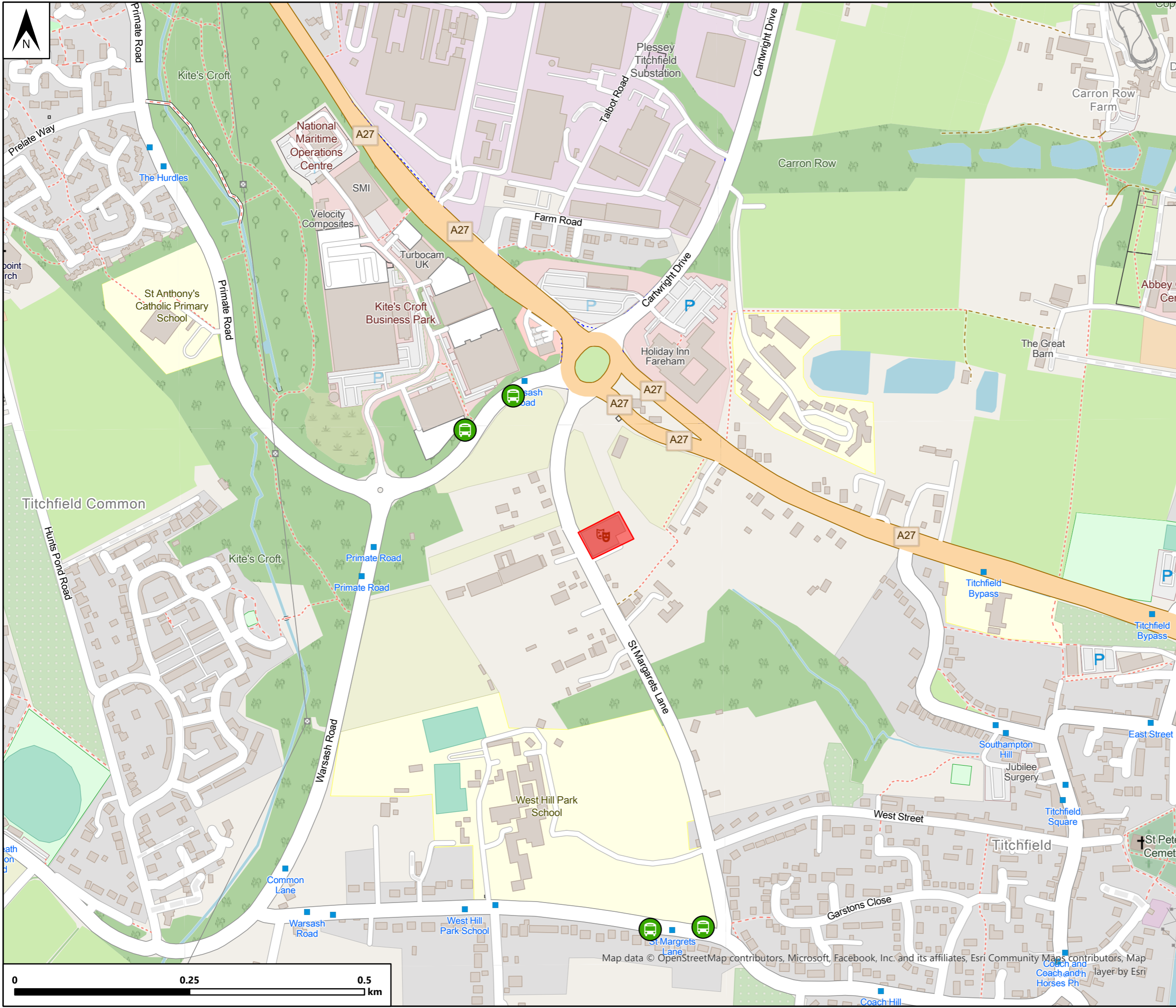
6.4.1 My evidence demonstrates that:

- 1 the Appeal Site is not accessible and has limited opportunities to travel by sustainable modes; and

- 2 the under provision of parking creates unacceptable safety impact on the local highway network and results in an unsafe arrangement for theatre visitors.

6.4.2 It is therefore my conclusion that the Appeal should be dismissed on highways and transport grounds.

FIGURES



Key

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- Bus Stops

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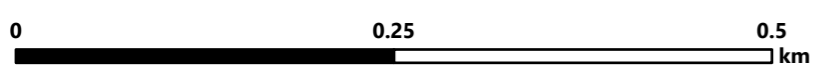
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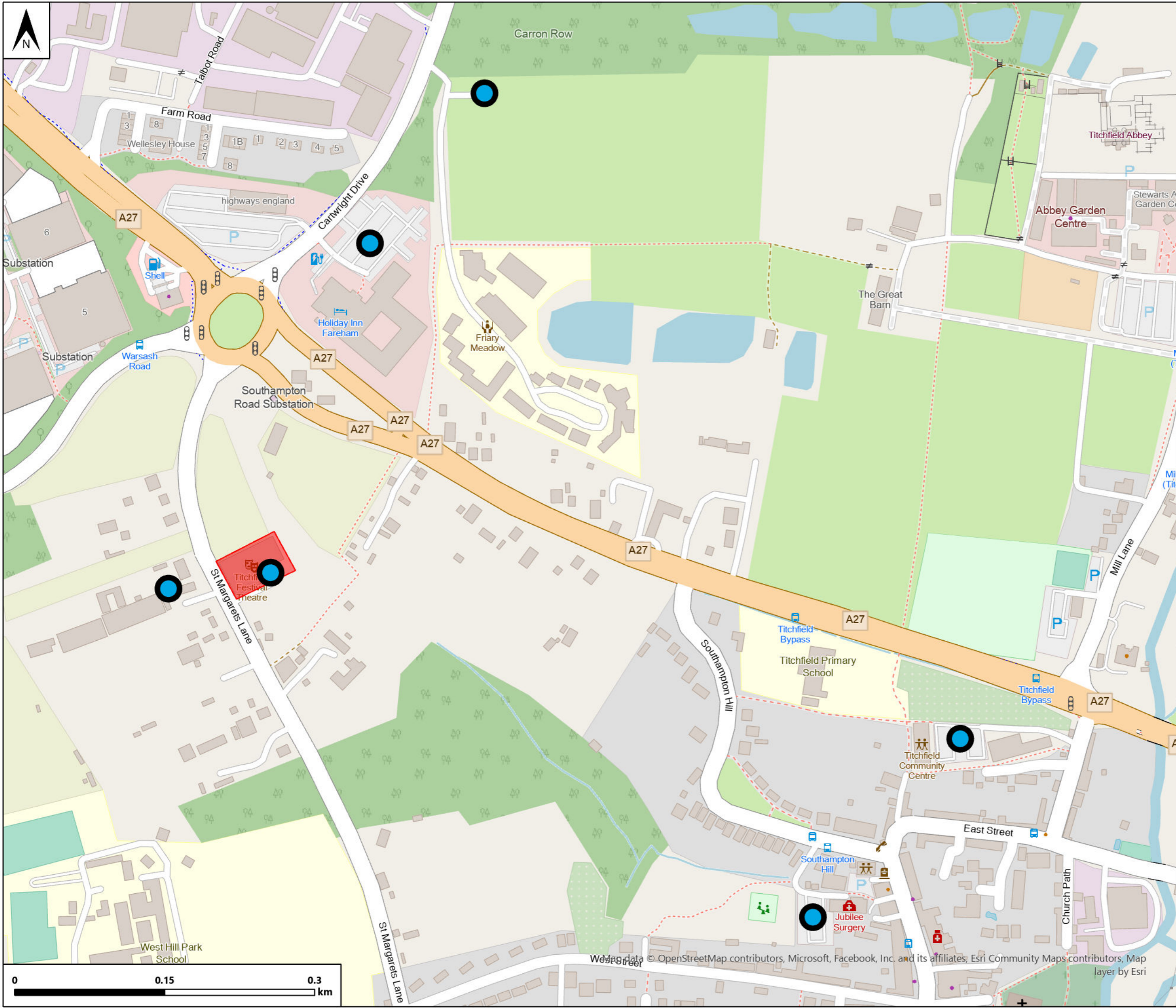
Title: **Site Location**

Project: **Titchfield Festival Theatre**

Project Number: ITB19829	Figure Number: Figure 1	Revision: -
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Key
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● Identified Car Parks

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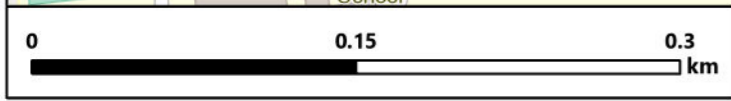


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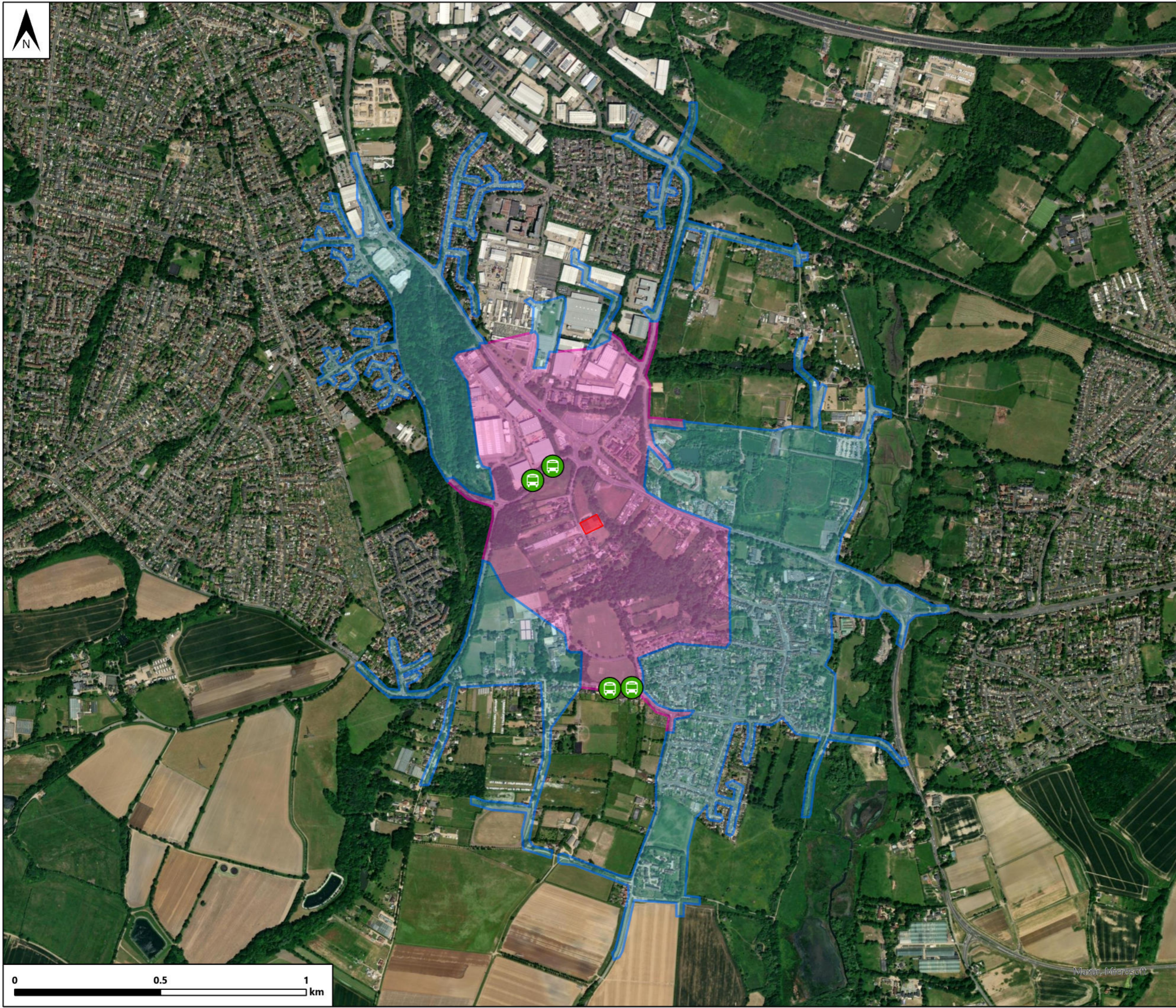
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Project: **Titchfield Festival Theatre**

Project Number: ITB19829	Figure Number: Figure 2	Revision: -
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- Key**
- Planning Unit
 - Bus Stops
 - 800m Walking Catchment
 - 1600m Walking Catchment

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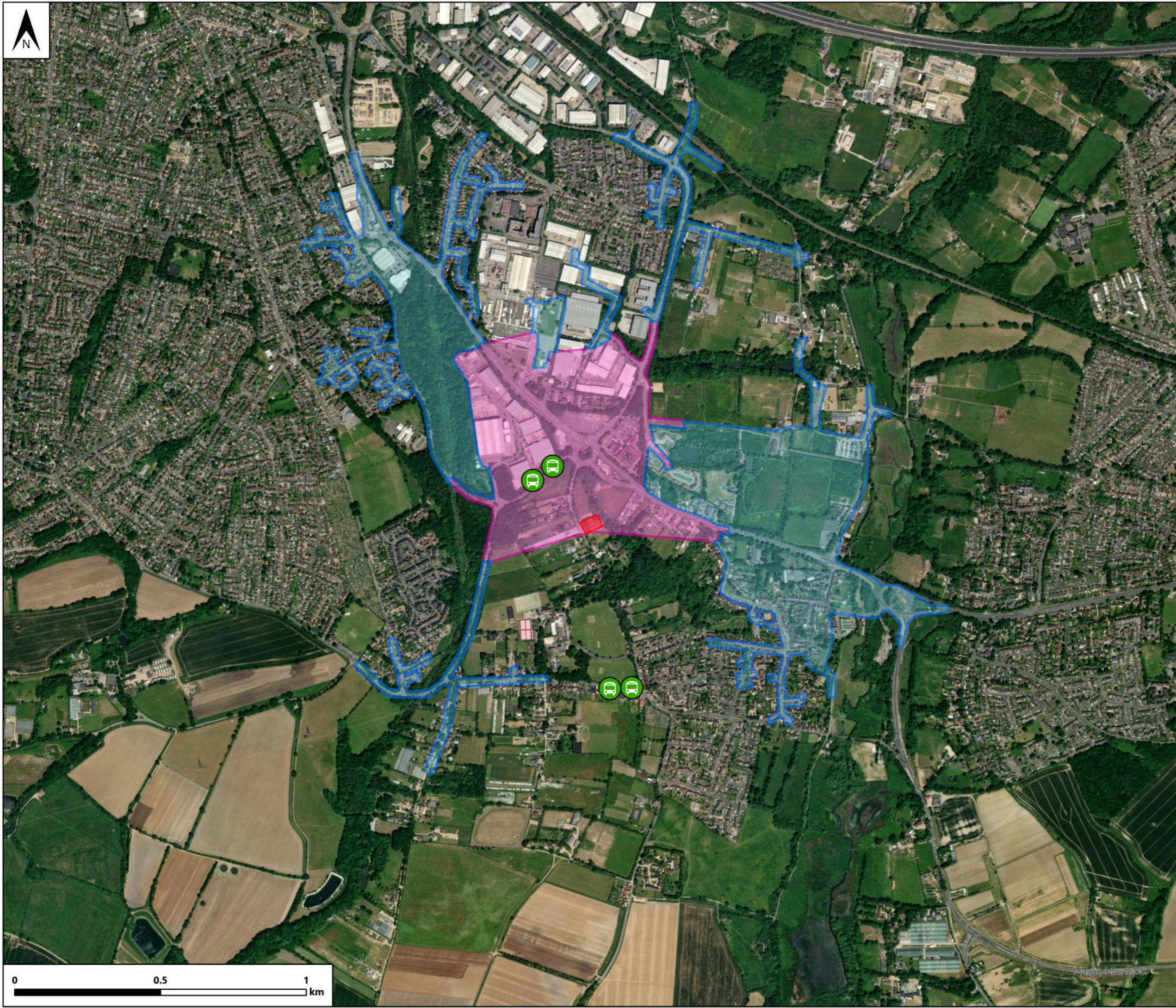
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Project: **Titchfield Festival Theatre**

Project Number: IT19829	Figure Number: Figure 3	Revision: A
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Title: **Walking Isochrone**

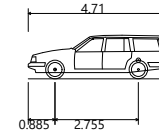
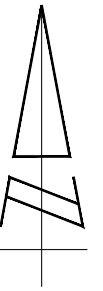
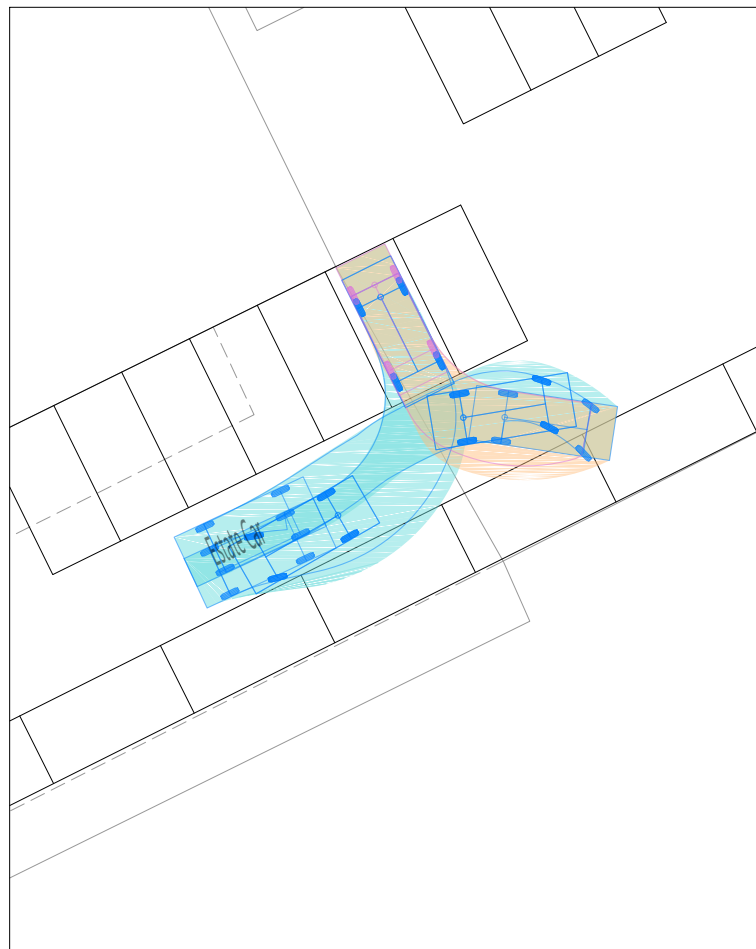
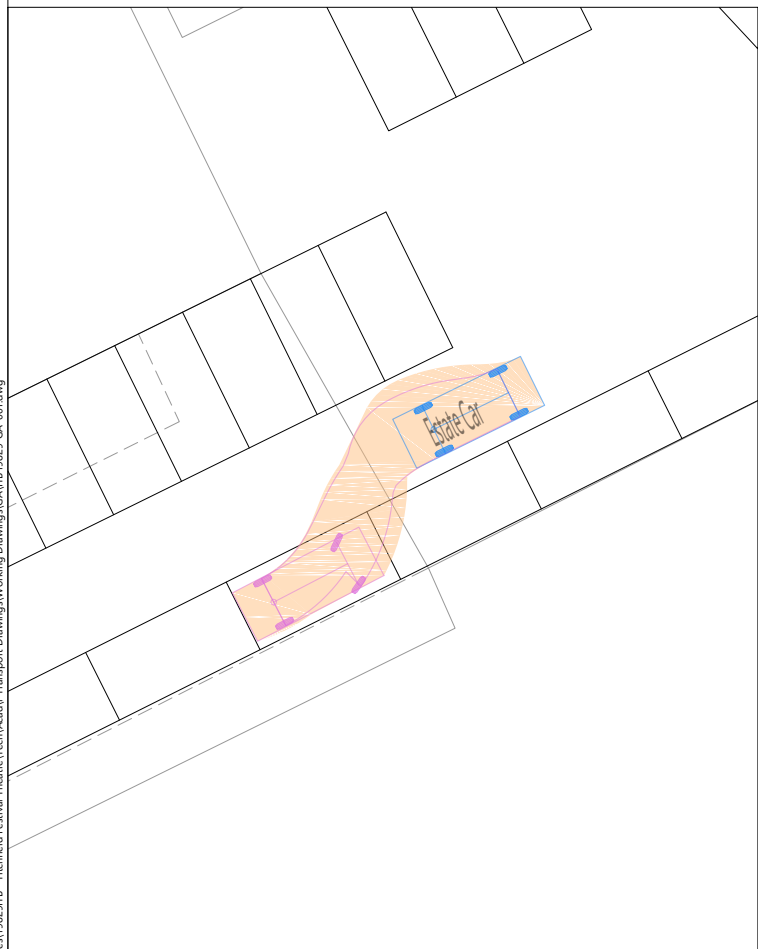
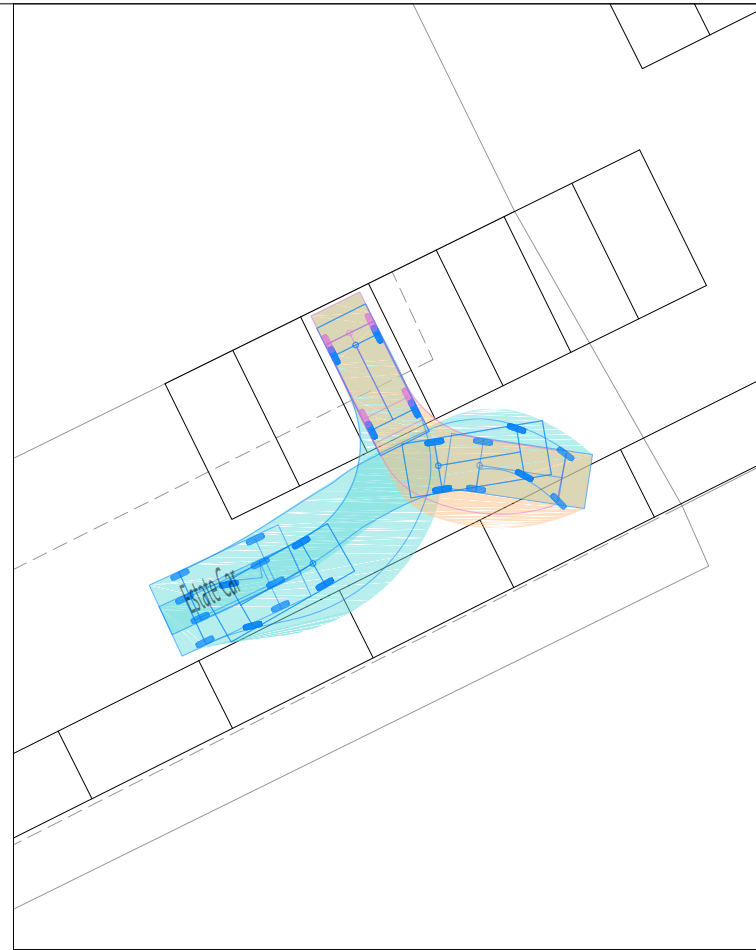
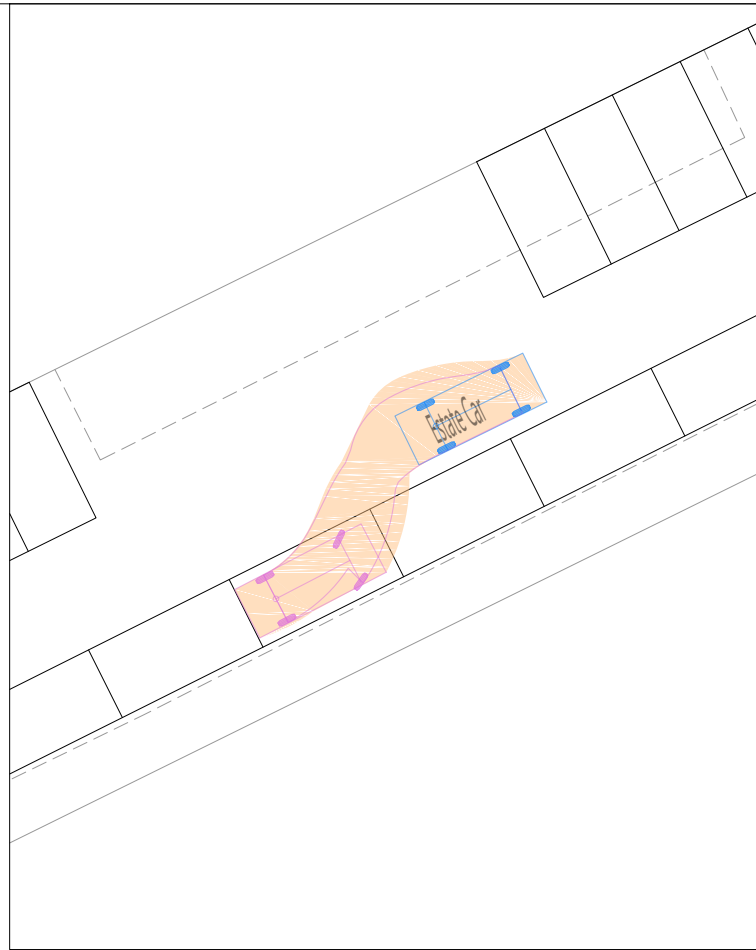
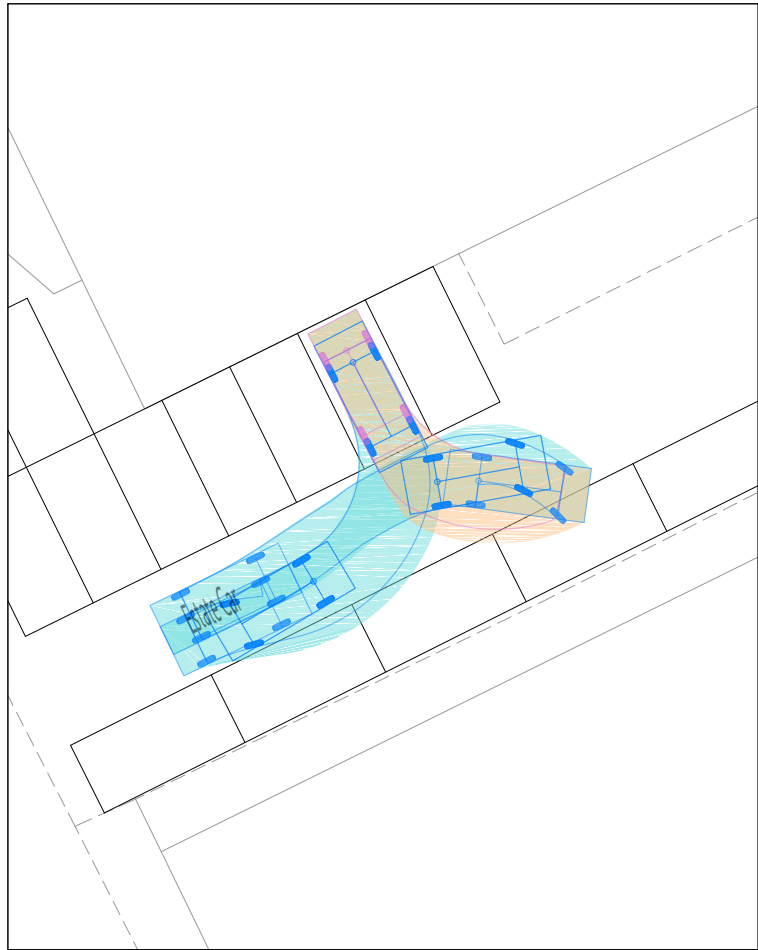
Project: **Titchfield Festival Theatre**

Project Number: IT19829	Figure Number: Figure 4	Revision: A
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Maxar, Microsoft

DRAWINGS



Estate Car
 Overall Length 4.710m
 Overall Width 1.804m
 Overall Body Height 1.442m
 Min Body Ground Clearance 0.207m
 Max Track Width 1.756m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.950m

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION



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

TITLE: SWEPT PATH ANALYSIS - ESTATE CAR

PROJECT: TITCHFIELD FESTIVAL THEATRE, FAREHAM

CLIENT:

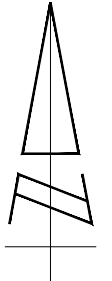
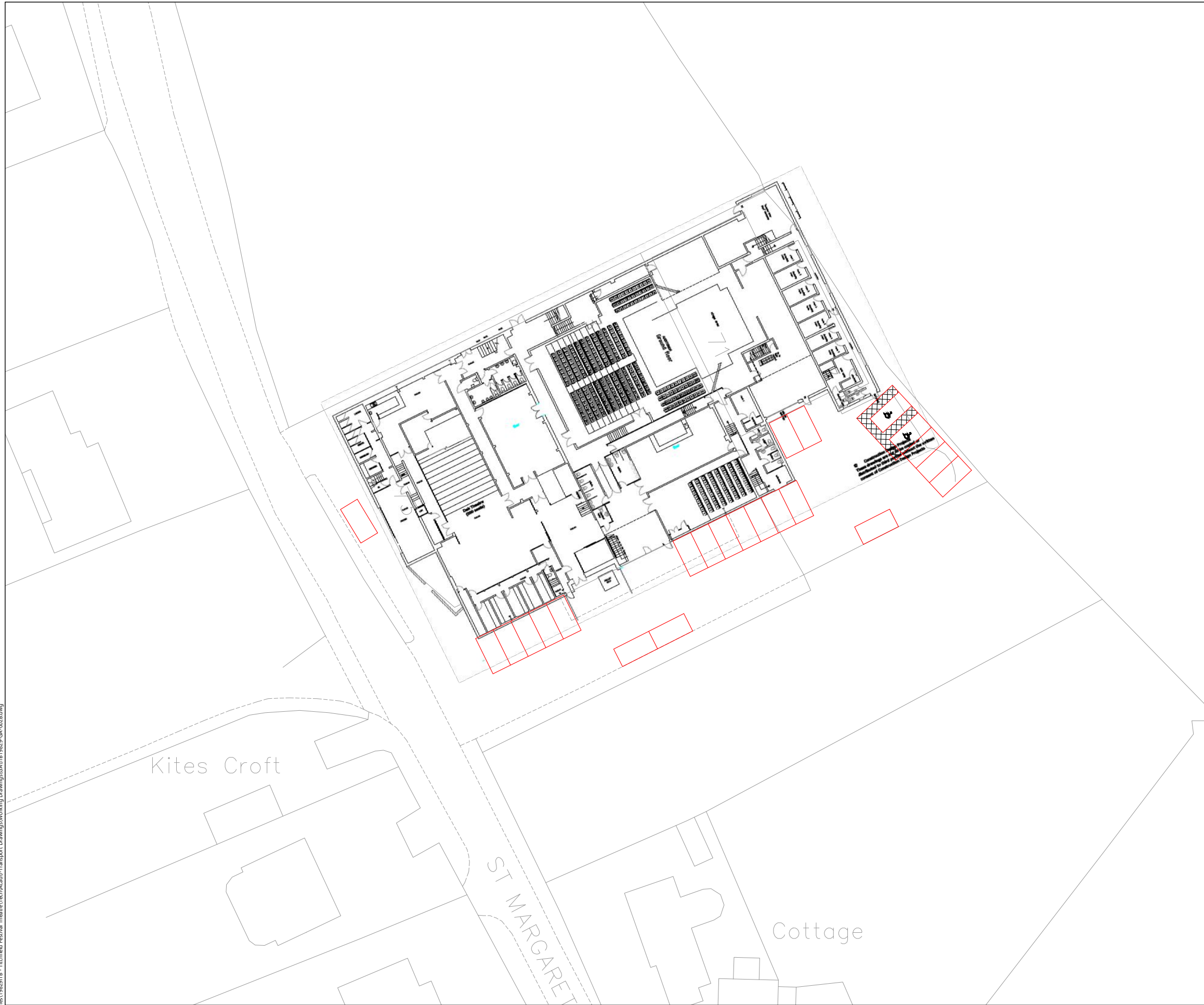
DRAWN: JD	CHECKED: SM	APPROVED: SM
PROJECT No: ITB19829	SCALE @ A3: 1:250	DATE: 04.03.24

DRAWING No: ITB19829-GA-001 REV: -

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REV	DATE	BY	DESCRIPTION	CHK	APD
B	25.04.24	SH	DISABLED PARKING ADDED	SM	SM
A	11.04.24	JD	PARKING PLAN UPDATED	SM	SM

STATUS: FOR INFORMATION



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

TITLE: POTENTIAL PARKING PLAN

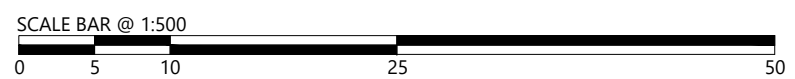
PROJECT: TITCHFIELD FESTIVAL THEATRE, FAREHAM

CLIENT:

DRAWN: JD	CHECKED: SM	APPROVED: SM
PROJECT No: ITB19829	SCALE @ A3: 1:500	DATE: 04.03.24

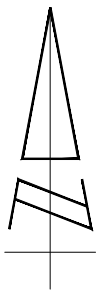
DRAWING No: ITB19829-GA-002 REV: B

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TOTAL BAYS = 23

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	25.04.24	SH	DISABLED PARKING ADDED	SM	SM

STATUS: FOR INFORMATION



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

TITLE:
EXISTING GARDEN CENTRE PARKING PLAN

PROJECT:
TITCHFIELD FESTIVAL THEATRE, FAREHAM

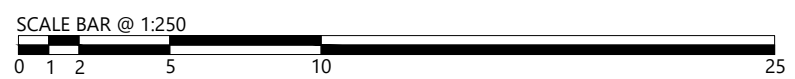
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PROJECT No: ITB19829	SCALE @ A3: 1:250	DATE: 09.04.24

DRAWING No: ITB19829-GA-003
REV: A

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TOTAL BAYS = 24

APPENDIX A. CIHT *'Planning for Public Transport in Developments'* (1999) Extracts

GUIDELINES FOR

PLANNING FOR

PUBLIC TRANSPORT

IN DEVELOPMENTS

PUBLISHED BY
THE INSTITUTION OF HIGHWAYS & TRANSPORTATION

MARCH 1999

and efficient public transport can be provided for developments designed in this way. In particular, the Guidelines indicate how the layout of developments can allow bus services to be attractive to passengers and economic to operate, by using routes that allow buses to serve a development without delays, while locating bus stops close to passengers' destinations. Many recent developments, even where the roads have been designed before the buildings, have road networks that do not permit bus routes that progress reasonably directly without diversions to reach destinations. Direct routes for buses (which do not imply very wide or straight roads) are essential for the provision of services that are attractive to passengers.

1.6 These Guidelines are to assist those seeking to promote the use of public transport through the physical location and design of developments. The approach recommended involves:

- First, locating new developments where they can be easily served by public transport (existing or slightly extended services), walking and cycling.
- Second, when seeking outline planning permission, design the layout of the development so that it can be served by public transport that is attractive to passengers, including those who have the option to use a car, and efficient and economic for its operator. This involves designing the public transport and pedestrian routes at the same time as buildings and car parks are being positioned. The bus route needs to be progressive without diversions into loops or culs-de-sac; bus stops or stations need to be as near the doors of destinations as are the car parks; the footpath and cycle route network to the stops or stations needs to be direct and of high quality; bus stops should, if possible, be located at local centres so that footpaths and cycle routes can serve both stops and centres; and buildings should be positioned for easy access from stops, stations and footpaths. The traditional approach of laying out roads and positioning buildings, and only then trying to fit public transport and its associated network of pedestrian routes into a *fait accompli*, rarely leads to satisfactory public transport provision.
- Third, for detail planning permission, make sure the detailed design of the roads, bus stops, footpaths and information sources makes the use of public transport as easy as using a car.

In many recent developments it has been difficult to provide public transport services that are attractive and can compete with car travel. Developments should be located where they can be served by existing, extended or new public transport (usually bus) and designed for the efficient operation of bus services. Existing railway stations and new stations on existing lines should be exploited where possible. Individual buildings should be positioned to be close to bus stops or stations after the outline public transport system has been decided.

Guidelines, not standards

1.7 These Guidelines attempt to set out best practice. It is recognised that it will not always be possible to meet these criteria and that compromises must sometimes be made. The Guidelines therefore try to indicate the desirable provision and also alternative approaches that may prove satisfactory in certain circumstances. It is the task of the professional planner, designer and engineer to decide if a lower standard is acceptable in given circumstances or if another approach would be more beneficial. The planning and development process needs to strike a balance between various goals to create settlements that are attractive, safe, promote community and sustainability and work for everyone. This involves many more factors than the location, layout design and engineering on which these Guidelines focus.

Guide to the Guidelines

1.8 The Guidelines set out the relevant policy and planning framework for providing public transport in the UK today, stressing the need for integrating regional and local land-use and

are employed, close to several other office employment developments, a university and local housing. At Grazeley, south of Reading, a new station on an existing line is being proposed for an initial development of 2,500 houses.

6.19 A study (Preston, 1987) estimated the scale of residential development required to justify a new station on an existing line. Table 6.1 is based on mid-1980s costs, and the capital costs of new stations have increased sharply since that time, but the Table should give some indication of the scale of development required.

Bus stop, footpath and car park locations

General objectives for stop location

6.20 Bus stops are located to minimise passengers' walking distances to their final destinations. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m. These distances are quoted for guidance, and should not be followed slavishly if that would lead to complex or indirect bus routes. Bus stop locations are constrained by requirements of the bus operator and by considerations of traffic safety and congestion. These requirements influence the locations of stops relative to junctions and curves. Building locations, the highway layout and the locations of bus stops need to be considered together at the outline planning stage, to ensure that the bus stops can safely be positioned where they are needed for passenger convenience. If bus stops can be located at local centres, the network of footpaths and cycle routes can serve both the stop and the centre, and the cycle racks provided for shoppers can also be used by bus passengers.

6.21 Where a side road junction with a main road is closed, it may be possible to locate a bus stop across the former side road entrance. This minimises walking distance and reduces annoyance to adjacent premises. Buildings can be positioned to reduce intrusion from an adjacent stop. For example, houses near stops can be designed to have a blank end wall facing the stop. The footpaths between bus stops and the final destinations on a development need to be as direct as possible.

6.22 The optimum spacing of bus stops depends on the density and type of development, but in urban areas should normally be in the range 300–400m. If the distance between stops is increased, access times become excessive; if they are decreased, bus speeds become too low. Wider spacing between stops will normally be acceptable in rural or semi-rural areas. In city centres the stop spacing should not be more than 300m and bus stops should be convenient for the main shopping and business areas, and preferably closer to these than the major car parks. If the density of a development is sufficient, a direct bus route with frequent stops and short walks to the final destinations becomes possible. This is preferable to a tortuous route designed to locate stops immediately outside individual buildings.

6.23 Where densities are low, or there are many small potential destinations, it may be preferable to operate bus services as "hail and ride". No specific bus stops are provided; passengers hail the bus from the footway or ask the driver to stop to set them down. Hail and ride services are most appropriate for mini- or midi-buses and for roads carrying only light traffic. A disadvantage of hail and ride services with no fixed stops is the lack of indication that the road is served by bus, and there is nowhere to display service information. It may also be more difficult to get close to the kerb to stop, which is particularly important for wheelchair accessible buses.

6.24 However well public transport serves a development, some car parking space will almost certainly be required, plus an area for car passengers to be set down and collected. These car park and set-down areas, and the access roads to them, need to be positioned so that they do

APPENDIX B. PIA Data

Contributory Factors Report Summary - CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accidents Found Date Range: 30/04/2019 - 26/06/2023

Grid Coordinate Range: 453266, 106212 - 453406, 106579

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Severity

	2019	2020	2021	2022	2023	Total
Serious	1	0	0	0	1	2
Slight	1	4	2	3	1	11
Total	2	4	2	3	2	13

Casualty Severity

	2019	2020	2021	2022	2023	Total
Serious	1	0	0	0	1	2
Slight	1	5	2	4	1	13
Total	2	5	2	4	2	15

Casualty KSI

	2019	2020	2021	2022	2023	Total
Adult KSI	1	0	0	0	1	2
Slight	1	5	2	4	1	13
Total	2	5	2	4	2	15

CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44190149803 **Slight** A27/ST MARGARETS LN RENDEZVOUS RBT FAREHAM Accident 1 of 13

Tuesday 30/04/2019 17:25 **Grid Coordinates:** 453308 / 106431 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
			No - reported 'over the counter'

Accident Description

CAR2 TRAV SOUTHWEST NEG RBT DRIVER STOPPED SUDDENLY DUE TO AN UNRECORDED CAR AHEAD CHANGING LANES CAR2 THEN STRUCK IN REAR BY FOLLOWING P/C1

Vehicles

1 Pedal Cycle	Going ahead other	No skid	Not applicable	NE to SW	Male Age 40
2 Car	Stopping	No skid	Not contacted	NE to SW	Not traced Age -1

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 40
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Accident Reference:44190342266 **Serious** CARTWRIGHT DR 100M NE OF ST MARGARET'S ROUNDABOUT FAREHAM Accident 2 of 13

Wednesday 25/09/2019 08:30 **Grid Coordinates:** 453406 / 106579 **Lighting:** Daylight

Surface: Wet/Damp **Weather:** Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
510 Distraction outside vehicle (Driver/Rider - Impairment)	Vehicle 001	Very likely	Yes
405 Failed to look properly (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

MC1 TRAV NE ALONG CARTWRIGHT DRIVE IS DISTRACTED BY VEHICLE DRIVING ERRATICALLY BEHIND THEM CAUSING THEM TO COLLIDE WITH CENTRAL REFUGE RIDER FELL FROM VEHICLE

Vehicles

1 M/cycle 50 - 125cc	Going ahead other	No skid	Not requested	SW to NE	Male Age 24
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Casualties

1 Driver or Rider	Serious	Vehicle no.1	Male 24
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CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44200039597 **Slight** A27/CARTWRIGHT DR RENDEZVOUS RBT FAREHAM Accident 3 of 13
 Friday 31/01/2020 19:50 **Grid Coordinates:** 453341 / 106489 **Lighting:** Dark/lights lit
Surface: Wet/Damp **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 Possible Yes

Accident Description

CAR1 TRAV SOUTHEAST NEG RBT COLLIDED WITH REAR OF CAR2 STOPPING TO GIVE WAY TO AN UNRECORDED AMBULANCE DRIVER OF CAR2 THEN DROVE OFF

Vehicles

1	Car	Going ahead other	No skid	Not contacted	NW to SE	Female Age 66
2	Car	Stopping	No skid	Not contacted	NW to SE	Not traced Age -1

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Female 66
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Accident Reference:44200051563 **Slight** A27/CARTWRIGHT DR RENDEZVOUS RBT FAREHAM Accident 4 of 13
 Monday 10/02/2020 12:09 **Grid Coordinates:** 453308 / 106508 **Lighting:** Daylight
Surface: Wet/Damp **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 403 Poor turn or manoeuvre (Driver/Rider - Error) Vehicle 001 Possible Yes

Accident Description

CAR2 TRAV NORTHEAST NEG RBT STRUCK ON O/S BY M/C1 ALSO TRAV NORTHEAST NEG RBT RIDER OF M/C1 THEN PARTED FROM MACHINE

Vehicles

1	M/cycle > 500cc	Going ahead other	No skid	Not requested	SW to NE	Male Age 54
2	Car	Going ahead other	No skid	Not requested	SW to NE	Male Age 79

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Male 54
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CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44200081165 **Slight** A27/ST MARGARETS LN RENDEZVOUS RBT FAREHAM Accident 5 of 13

Tuesday 03/03/2020 14:14 **Grid Coordinates:** 453266 / 106506 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
410	Loss of control (Driver/Rider - Error)	Vehicle 001	Very likely	Yes

Accident Description

STAT M/C1 FACING NORTH MOVED OFF THROTTLE STUCK RIDER TOOK EVASIVE ACTION TO AVOID COLLISION WITH UNRECORDED VEHS AHEAD MC/1 LEFT C/WAY ON O/S THEN COLLIDED WITH CAR2 APPROACHING RBT TRAV SOUTHEAST FROM PARK GATE

Vehicles

1	M/cycle 125 - 500cc	Starting	Skid	Negative	S to N	Male Age 33
2	Car	Stopping	No skid	Negative	NW to SE	Male Age 26

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Male 33
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Accident Reference:44200452341 **Slight** A27/WARSASH RD RENDEZVOUS RBT FAREHAM Accident 6 of 13

Sunday 22/11/2020 18:33 **Grid Coordinates:** 453275 / 106450 **Lighting:** Dark/lights lit

Surface: Dry **Weather:** Fine without high winds

Contributory Factors		Participant	Confidence	Did a police officer attend?
405	Failed to look properly (Driver/Rider - Error)	Vehicle 001	Possible	Yes
406	Failed to judge other person's path/speed (Driver/Rider - Error)	Vehicle 001	Very likely	

Accident Description

CAR1 TRAV NORTHWEST NEG INSIDE OF RBT DRIVER ATTEMPTED TO AVOID CAR2 AHEAD ABOUT TO MOVE OFF AT SIGNALS ON RBT CAR1 THEN STRUCK REAR OF CAR2

Vehicles

1	Car	Going ahead other	Overtuned	Not provided	SE to NW	Female Age 27
2	Car	Waiting to go ahead but held up	No skid	Negative	SE to NW	Male Age 39

Casualties

1	Driver or Rider	Slight	Vehicle no.1	Female 27
2	Passenger	Slight	Vehicle no.1	Female 5

CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44210150746 **Slight** A27/ST MARGARETS LN RENDEZVOUS RBT FAREHAM Accident 7 of 13

Wednesday 21/04/2021 09:10 **Grid Coordinates:** 453275 / 106443 **Lighting:** Daylight

Surface: Dry **Weather:** Fine without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
			No - reported 'over the counter'

Accident Description

CAR1 TRAV NORTHWEST NEG OUTSIDE OF RBT BEHIND CAR2 DRIVER OF CAR1 CHANGED TO LANE 2 AS DID THE DRIVER OF CAR2 CAR1 THEN STRUCK O/S OF CAR2

Vehicles

1 Car	Changing lane to right	No skid	Not contacted	SE to NW	Female Age 48
2 Car	Changing lane to right	No skid	Not contacted	SE to NW	Not traced Age -1

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 48
-------------------	--------	--------------	-----------

Accident Reference:44210515178 **Slight** ST MARGARETS ROUNDABOUT A27 TITCHFIELD BY THE FILLING STATION Accident 8 of 13

Wednesday 22/12/2021 16:45 **Grid Coordinates:** 453272 / 106480 **Lighting:** Dark/lights lit

Surface: Wet/Damp **Weather:** Raining without high winds

Contributory Factors	Participant	Confidence	Did a police officer attend?
			No - reported 'over the counter'

Accident Description

CAR1 TRAV NORTHWEST FROM RBT TOWARDS PARK GATE STRUCK ON N/S BY CAR2 ALSO TRAV NORTHWEST NEG RBT

Vehicles

1 Car	Going ahead other	No skid	Not contacted	SE to NW	Female Age 61
2 Car	Going ahead other	No skid	Not contacted	SE to NW	Male Age -1

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Female 61
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CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44220093444 **Slight** ST MARGARETS ROUNDABOUT, OPPOSITE FILLING STATION, TITCHFIELD FAREHAM Accident 9 of 13
 Tuesday 08/03/2022 13:19 **Grid Coordinates:** 453279 / 106522 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 406 Failed to judge other person's path/speed (Driver/Rider - Error) Vehicle 001 Possible Yes
 402 Junction restart (Driver/Rider - Error) Vehicle 001 Possible

Accident Description

CAR1 TRAV SE ALONG A27 MOVED OFF THEN COLLIDES WITH REAR OF CAR2 STATIONARY AT TRAFFIC LIGHTS

Vehicles

1 Car	Starting	No skid	Negative	NW to SE	Male Age 55
2 Car	Waiting to go ahead but held up	No skid	Not contacted	NW to SE	Female Age 30

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Female 30
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Accident Reference:44220307114 **Slight** ST MARGARET'S RBT, TITCHFIELD, BY FILLING STATION, FAREHAM? Accident 10 of 13
 Saturday 30/07/2022 17:08 **Grid Coordinates:** 453303 / 106511 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 403 Poor turn or manoeuvre (Driver/Rider - Error) Vehicle 001 Possible Yes
 505 Illness or disability, mental or physical (Driver/Rider - Impairment) Vehicle 001 Very likely
 501 Impaired by alcohol (Driver/Rider - Impairment) Vehicle 001 Possible
 503 Fatigue (Driver/Rider - Impairment) Vehicle 001 Very likely

Accident Description

CAR1 TRAV W TO E ACROSS ST MARGARET'S RBT COLLIDES WITH KERB, THEN WITH MOBILE MAST AND THEN COLLIDES WITH CAR2 POSSIBLY TRAV SOUTH APPROACHING JUNCTION FROM CARTWRIGHT DRIVE

Vehicles

1 Car	Going ahead other	No skid	Negative	NW to SE	Male Age 67
2 Car	Stopping	No skid	Negative	NE to SW	Female Age 54

Casualties

1 Driver or Rider	Slight	Vehicle no.1	Male 67
2 Driver or Rider	Slight	Vehicle no.2	Female 54

CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44220501677 **Slight** CARTWRIGHT DRIVE AT JUNCTION WITH ENTRANCE TO HOLIDAY INN, FAREHAM, HAMPSHIRE. Accident 11 of 13
 Monday 12/12/2022 17:10 **Grid Coordinates:** 453391 / 106554 **Lighting:** Dark/lights lit
Surface: Wet/Damp **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 405 Failed to look properly (Driver/Rider - Error) Vehicle 001 Very likely Yes

Accident Description

CAR1 TRAV NE ALONG CARWRIGHT DRIVE GOES TO TURN RIGHT INTO THE HOLIDAY INN CAR-PARK AND COLLIDES WITH M/C2 TRAV SW ALONG CARTWRIGHT DRIVE.

Vehicles

1 Car	Turning right	No skid	Negative	SW to SE	Male Age 62
2 M/cycle 50 - 125cc	Going ahead other	No skid	Not requested	NE to SW	Male Age 37

Casualties

1 Driver or Rider	Slight	Vehicle no.2	Male 37
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Accident Reference:44230224179 **Serious** ST MARGARETS LANE OUTSIDE TITCHFIELD FESTIVAL THEATRE, TITCHFIELD, HAMPSHIRE. Accident 12 of 13
 Tuesday 06/06/2023 17:35 **Grid Coordinates:** 453288 / 106212 **Lighting:** Daylight
Surface: Dry **Weather:** Fine without high winds
Contributory Factors **Participant** **Confidence** **Did a police officer attend?**
 405 Failed to look properly (Driver/Rider - Error) Vehicle 002 Very likely Yes

Accident Description

CAR1 WAS PARKED FACING SE ALONG ST MARGARETS LANE OUTSIDE TITCHFIELD FESTIVAL THEATRE. P/C2 TRAV SE FAILED TO NOTICE THIS AND COLLIDED WITH THE REAR OF CAR1.

Vehicles

1 Car	Parked	No skid	Negative	Parked	Male Age 31
2 Pedal Cycle	Going ahead other	No skid	Not applicable	NW to SE	Male Age 36

Casualties

1 Driver or Rider	Serious	Vehicle no.2	Male 36
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CFR St Margaret's Rbt + St Margaret's Ln, Titchfield

Accident Date BETWEEN '01-Jan-2019' AND '31-Dec-2023'

Accident Reference:44230256799

Slight A27 SOUTHAMPTON ROAD AT ROUNDABOUT WITH WARSASH ROAD,
TITCHFIELD, HAMPSHIRE

Accident 13 of 13

Monday 26/06/2023 17:20

Grid Coordinates: 453271 / 106512

Lighting: Daylight

Surface: Dry

Weather: Fine without high winds

Contributory Factors

Participant

Confidence

**Did a police
officer attend?**

No - reported 'over
the counter'

Accident Description

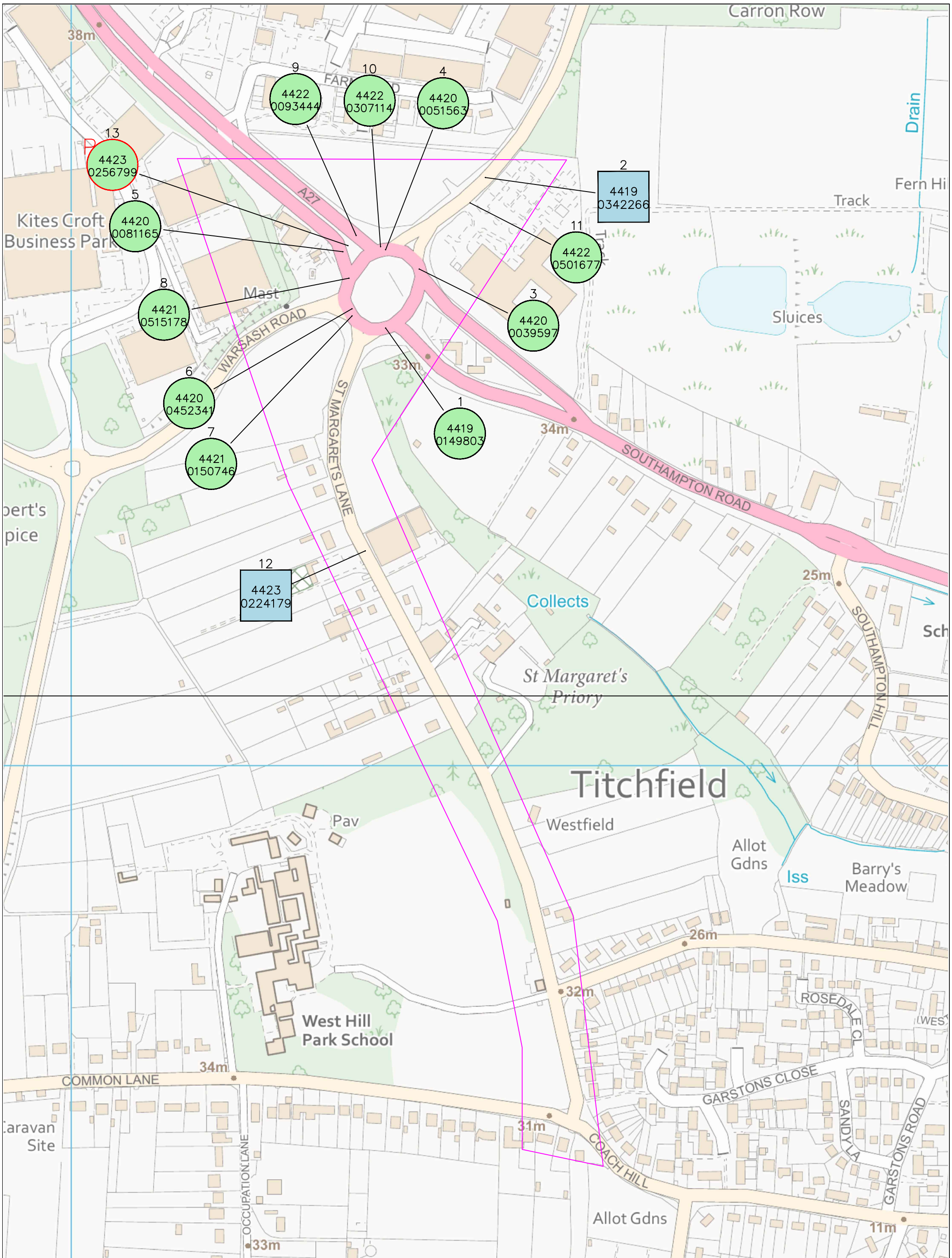
CAR1 EXITED ST MARGARET'S RBT TO TRAVEL NW ALONG A27 SOUTHAMPTON ROAD AND COLLIDED WITH CAS1 (PEDESTRIAN) WHO WAS CROSSING A27 SOUTHAMPTON ROAD TRAVELLING NE ON THE CROSSING.

Vehicles

1 Car Going ahead other No skid Not contacted SE to NW Female Age 23

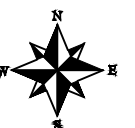
Casualties

1 Pedestrian Slight Vehicle no.1 Male 17



Hampshire
County Council
PATRICK BLOGG - DIRECTOR OF UNIVERSAL SERVICES

Personal Injury Accidents
St Margaret's Rbt, Titchfield
01-01-19 to 31-12-23



APPENDIX C. Site Visit Notes

Titchfield Festival Theatre – Site Observation Note

Project No: ITB19829

Date: 15 February 2024

Site observations from a site visit to Titchfield Festival Theatre on Thursday 15th February 2024 for the showing of Les Miserable (19:30) at the Arden Theatre.

- Arrived at 18:30.
- Travelled south on St Margarets Lane. 2 vehicles waiting on carriageway adjacent Theatre where temporary gate was preventing access. C/W restricted to single working.
- Continued south and then turned around.
- Travelled north on St Margarets Lane. Parking marshals assisting vehicles into Theatre. Vehicles being nose to tail stacked. Vehicles parked on landing point opposite footway dropped kerb within the Theatre. Crossing users unable to leave carriageway if crossing from west to east.
- 18:45, witnessed no pedestrians at St Margarets Roundabout.
- At 18:45 visited Holiday Inn car park. Approximately 80% of car park spaces were occupied. The majority of pedestrians at that time were in sports-wear and appeared to be coming from or too a gym. Unclear how many vehicles were parked for the Theatre event.
- At 18:50 travelled south on St Margarets Lane. There were 3 vehicles waiting on southbound carriageway adjacent Theatre awaiting to be guided into Theatre car park. Vehicles also being guided into Garden Centre car park. Two vehicles waiting on northbound carriageway.
- Free flow vehicle movement impeded and vehicles having to wait and give-way in both directions.
- Vehicle also parked adjacent Tinkerbells Creations
- At 18:55, travelled north on St Margarets Lane. Witnessed 3 pedestrians walking north in the southbound carriageway wearing hi-viz jackets. Two adults and a child approximately 8 years old. No-street lights present. Again, there were 2 vehicles waiting on northbound carriageway waiting to be guided into Garden Centre car park. 2 vehicles waiting on southbound carriageway adjacent Theatre awaiting to be guided into Theatre car park. Witnessed private vehicle park half on half off western footway adjacent "Heisei Acre" property 2a St Margarets Lane. This blocked footway and further impeded free flow traffic. Vehicle occupants appeared to be walking across to Theatre.
- At 19:00 travelled to the Great Barn. There were approximately 30 vehicles parked outside the barn building. No pedestrians witnessed within car park. Barn door was open and there appeared to be a Boxercise type class being undertaken.
- At 19:10 travelled south on Margarets Lane. Queue of 7 vehicles on southbound carriageway. Free flow was impeded by vehicles waiting to be guided into Garden Centre car park from both southbound and northbound carriageway. 2 vehicles undertaking u-turn in carriageway utilising driveway of "Heisei Acre" property 2a St Margarets Lane and Property 10 St Margarets Lane. Private vehicle still parked half on half off western footway adjacent "Heisei Acre" property 2a St Margarets Lane. Pedestrians weaving between queuing southbound vehicles and crossing between slow moving vehicles between Garden Centre and Theatre.

-
- At 19:15 travelled north on Margarets Lane. 1 vehicle waiting to be guided into Garden Centre car park on northbound carriageway. Southbound carriageway impeded by vehicle(s) waiting to be guided into Garden Centre car park. Again, pedestrians weaving between queuing vehicles and crossing between slow moving vehicles between Garden Centre and Theatre. Queue on southbound carriageway of 8 vehicles.
 - 19:20 at St Margarets Roundabout, witnessed a steady flow of pedestrians (approximately 40no) routeing south from direction of Holiday Inn across to St Margarets Lane.

APPENDIX D. Planning Application P/24/0304/FP Public
Comments Extracts

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 20/03/2024**Internet Ref:** OWPC37773

This would be amazing, and make attending the Titchfield Festival Theatre shows so much easier, not to mention dropping off/collecting children for their rehearsals. The road can be particularly hazardous at drop off and collection times with safety risks for all ages. I will be very happy to see additional parking.

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 30/03/2024**Internet Ref:** OWPC38226

Please consider and approve as would make visiting safer as suggested parking in nearby hotel and then the crossing of busy main roads quite unnerving, especially if bringing smaller children for the younger shows. Thank you so much, Lesley

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 30/03/2024**Internet Ref:** OWPC38225

This application can only improve the traffic and safety situation in St Margarets Lane. Whether or not the Arden Theatre appeal succeeds has no bearing on the matter as parking will still cause the same problem. Such a shame that one of the fields behind the Theatre could not be used as that would be an even better solution but in the face of continual antagonism by local councils this is a perfectly adequate alternative.

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 20/03/2024**Internet Ref:** OWPC37790

This car park would alleviate a long standing parking issue along st Margaret's lane! It's not so much about additional spaces for more punters but the benefit to not having the public park along the road is obvious.

This would create a much needed solution to both a safety and traffic problem!

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 20/03/2024**Internet Ref:** OWPC37788

A car park for the theatre is an absolute no-brainer. Currently patrons park in the lane (despite being requested not to) and that is both inconvenient and potentially dangerous to everyone. A car park instantly solves the problem and it must be obvious to all that it can be nothing but an asset both to theatregoers and motorists using the lane as well as pedestrians.

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 20/03/2024**Internet Ref:** OWPC37812

It is incredibly important to the theatre to have a safe place for those attending all the wonderful events to have a safe place to park. This site allows the theatre to provide a safe, convenient place for parking, reducing pressure on local roads and any nuisance to neighbours.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 21/03/2024**Internet Ref:** OWPC37859

This is an excellent proposal which would greatly improve access to a valued local facility, as well as a car improvement in safety of locals and theatre users. It would reduce vibration in St Margaret's Lane and as such allow better flow of traffic.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 21/03/2024**Internet Ref:** OWPC37878

This parking facility will make such a great difference to the patrons especially the elderly and disabled and will stop parking in the road. Parents will be able to bring their children safely. Please support this safe parking site as it an area that is not used at all. The theatre will make it look great with landscaping too.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 21/03/2024**Internet Ref:** OWPC37900

Makes so much sense to support this amazing self funding small theatre, the car park would be invaluable and stop the parking on St Margaret's lane making it much safer for all.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 25/03/2024**Internet Ref:** OWPC37994

I urge that planning consent be granted. There is no viable public transport service to this venue and the land owner is evidently keen to support this Community Theatre. In addition it will remove the temptation for patrons to park in the road, which TFT itself does all that it can to discourage. There are currently no legal restrictions against on street parking but are there the resources to enforce a restriction if it is imposed because FBC refuse permission for proposed adequate parking. In addition it is far safer to have the proper off road parking which could be available.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 28/03/2024**Internet Ref:** OWPC38069

As a regular attendee at TFT, I urge the Council to approve full planning permission for this car park, as this will alleviate the ongoing parking problems for not only the nearby residents, but for anyone visiting TFT.

Submitted By:Application: **P/24/0304/FP**REDACTED
REDACTED
REDACTED
REDACTED

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 28/03/2024**Internet Ref:** OWPC38117

This will make access for disabled, elderly, less active people to attend the wonderful productions produced by tft. This will also keep the road area around theatre clearer and safer.

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 29/03/2024**Internet Ref:** OWPC38170

Long over due and essential. We as a local family would love to support the theatre more but the parking issues here puts us off. Particularly with small children on dark afternoons & evenings. Walking from either direction on a fast, dimly lite road with no to sparce footpaths is a worry for anyone. I truly hope this will go through

Submitted By:

REDACTED
REDACTED
REDACTED
REDACTED

Application: **P/24/0304/FP**

Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping
Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG

COMMENT:**Submitted Online:** 29/03/2024**Internet Ref:** OWPC38184

I wholeheartedly support this, providing a safe car parking infrastructure will benefit the staff, theatre groups, patrons pf the theatre and residents of the local area. It will also help the customers and staff of St Margaret's nursery too.

Being a local resident who uses St Margaret's on an almost daily basis I would much rather know that I am able to drive safely along St Margaret's on a busy theatre production day, there have been numerous occasions where I have had to reverse back in an unsafe manner to allow oncoming cars to pass, and I have witnessed near misses with pedestrians, anything to negate this level of danger needs to be supported as much as possible.

APPENDIX E. Titchfield Festival Theatre 'What's On'
Brochure 2024



TITCHFIELD FESTIVAL THEATRE

73 ST. MARGARETS LANE, TITCHFIELD PO14 4BG.  
WWW.TITCHFIELDFESTIVALTHEATRE.COM • 0333 6663366



TITCHFIELD
FESTIVAL
THEATRE



WHAT'S ON 2024



WWW.TITCHFIELDFESTIVALTHEATRE.COM

DEC 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
JAN 24																																
FEB 24																																
MAR 24																																
APR 24																																
MAY 24																																
JUN 24																																
JUL 24																																
AUG 24																																
SEP 24																																
OCT 24																																

WELCOME

TO TITCHFIELD FESTIVAL THEATRE

Dear Theatregoers

Welcome to our brand new 2024 brochure.

It's crammed with dramas, musicals, comedies, concerts not forgetting some exciting children's shows. In five venues in Titchfield we will keep all the family entertained throughout the year that's our promise from the largest community theatre in Europe.

Our team has packed the year with a veritable feast of drama, music and magic. From rip roaring musicals such as Calamity Jane to intriguing mysteries like Agatha Christies Spiders Web to classics from Oscar Wilde and Will Shakespeare we have it all.

You will always get a warm welcome whether it's at The historic Great Barn, our new flagship theatre The Arden, The Oak Theatre, or The Acorn and Oberon Studios.

We have once again kept our show tickets at our 2022 prices. We are determined to ensure everyone can access quality theatre at an affordable price so fill your boots!

Bring on 2024!

Kevin Fraser

- OAK THEATRE
- ACORN THEATRE
- ARDEN THEATRE
- ABBEY
- GUILDHALL
- GREAT BARN



FUN FOR ALL THE FAMILY

BOXOFFICE:0833663333



TET'S ORIGINAL PANTOMIME

RED RIDING HOOD

15TH - 23RD
DECEMBER



Follow the thrilling story of our red-cloaked heroine, in the must-see pantomime of 2023. As the Big Bad Wolf threatens the village of Boosemburg, Little Red and her mum, Widow Streaky, set out to find missing Granny, with songs, laughter and your favourite pantomime gags. See the classic fairy tale like you've never seen it before, reimagined with a twist or two in a brand new adaptation by Director Sassy Harvey and the same team that brought you *The Nutcracker*, *Goose Girl* and *Sleeping Beauty*.

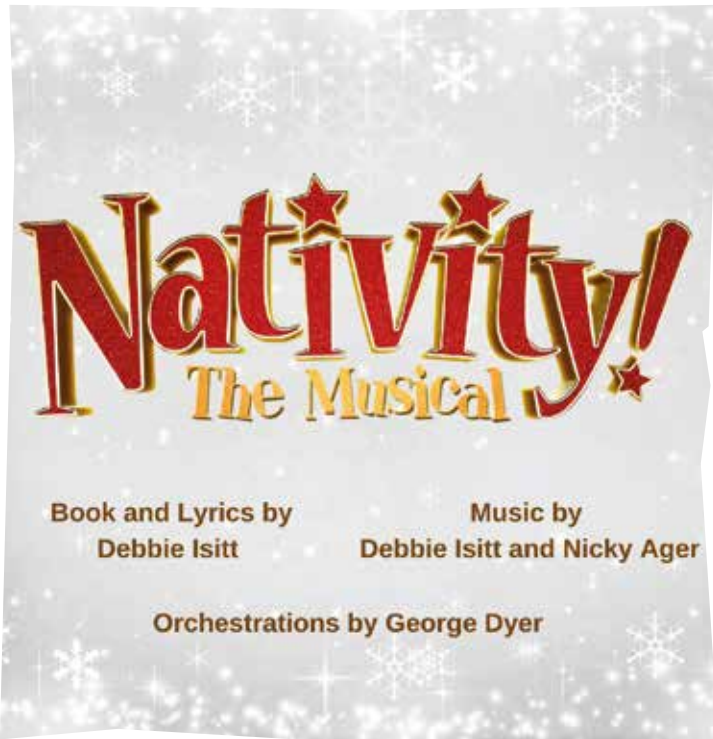


Arden
Theatre

15-23 DEC @ 7PM & 16, 17, 22, 23 DEC @ 1PM, & 17 @ 6PM



Arden
Theatre



Join Mr Maddens and his energetic sidekick Mr Poppy along with the children of St Bernadettes in their quest to create the most spectacular nativity play ever seen. Based on the film, with stunning sets, dazzling choreography, and a generous dose of humour, Nativity! the musical is the perfect holiday treat for the whole family.



Treat yourself to a relaxing picnic on a balmy summer night in the beautiful setting of Titchfield Abbey, with some of the world's best ever music captured by South Coast Symphonia supported by the Festival Theatre Chorus and invited soloists.

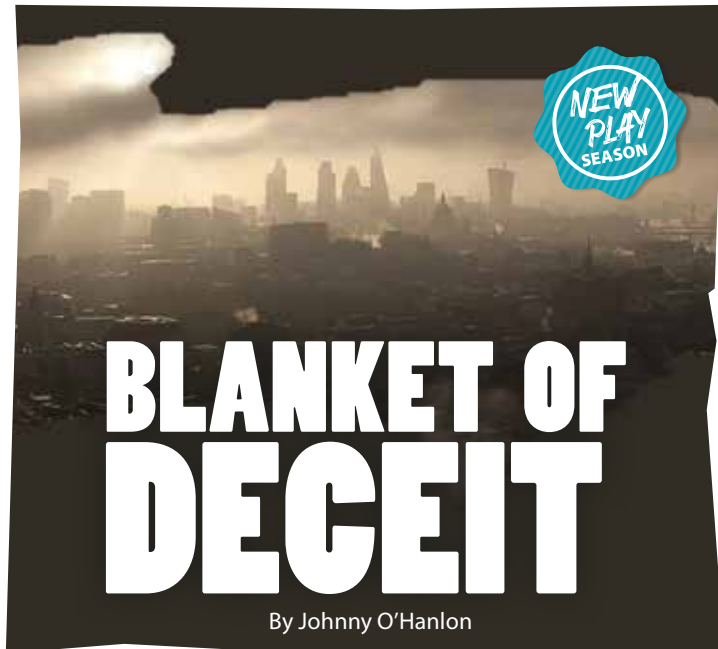
Look for dates coming in our Concerts brochure soon



Experience the sensational world of intrigue, incompetence and infidelity at No.10 in this brand new comedy. A captivating journey as Dominic 'Comings', on his final day at No.10, finds himself entangled with a farcical cast of characters battling for power, prestige and passion. Witness an unbelievable web of lies and scandal unfolding against the backdrop of recent lockdown revelations.



15-20 JAN 2024 @ 7.30PM



"THERE'S DEFINITELY, NO LOGIC TO HUMAN BEHAVIOUR". BJORK

Alex and Martin are Police Detectives in North London, outsiders within their own force. They seem an odd pairing to be working together, but their differences help them investigate a strange incident at a London train station, where a young woman has been seen with a child, clearly not her own. Alex and Martins gradually uncover a disturbing criminal operation. This new crime drama, based on true events ,sets out to explore the dark underbelly of modern city life.

22-27 JAN 2024 @ 7.30PM



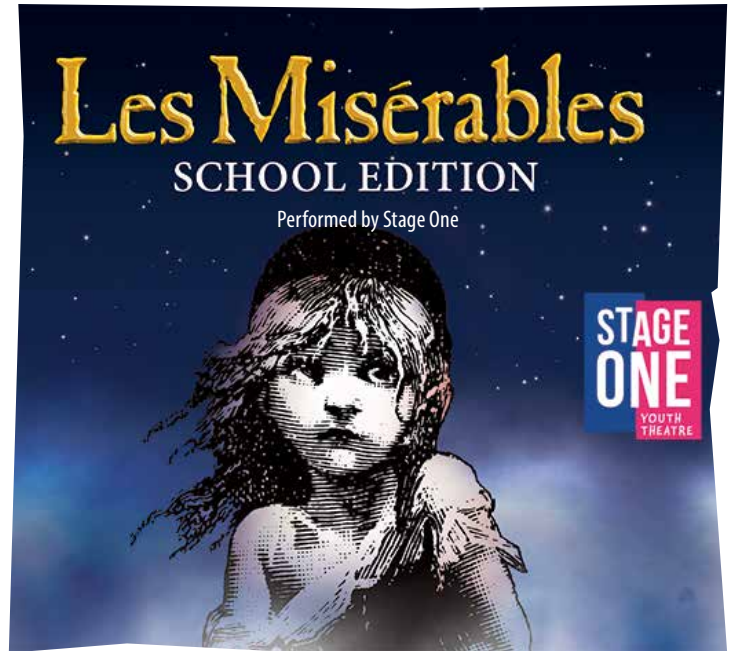


ORLANDO, A YOUNG NOBLEMAN WHO IS DRAWN INTO A LOVE AFFAIR WITH QUEEN ELIZABETH I. FOR A TIME, LIFE AT COURT IS INTERESTING ENOUGH, BUT ORLANDO YEARNS FOR SOMETHING MORE.

As he strives to make his way as a poet and lover, his travels keep him at the heart of a dazzling tale where gender and gender preferences shift regularly, usually with hilarious results. Orlando takes a spectacularly gleeful romp through four centuries of gender-defining history that brings Virginia Woolf's epic story to life.



5-10 FEB 2024 @ 7.30PM



In 19th century France, Jean Valjean is released from years of unjust imprisonment, but finds nothing in store for him but mistrust and mistreatment. He breaks his parole in hopes of starting a new life, initiating a life-long struggle for redemption as he is relentlessly pursued by police inspector Javert, who refuses to believe Valjean can change his ways. Finally, during the Paris student uprising of 1832, Javert must confront his ideals after Valjean spares his life and saves that of the student revolutionary who has captured the heart of Valjean's adopted daughter.

15-17 FEB 2024 @ 7.30PM & 17 @ 2.30PM



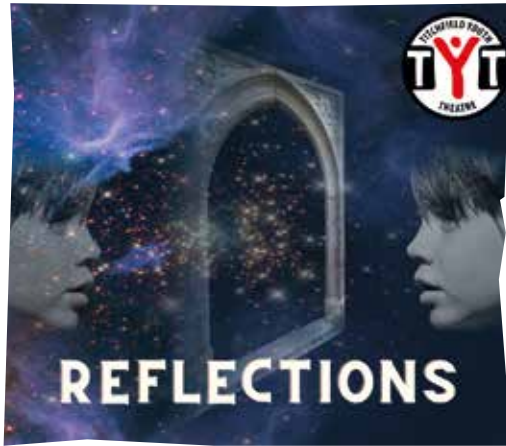


"SOMETHING IS WRONG – IT'S LIKE THEY BEEN REPLACED!"

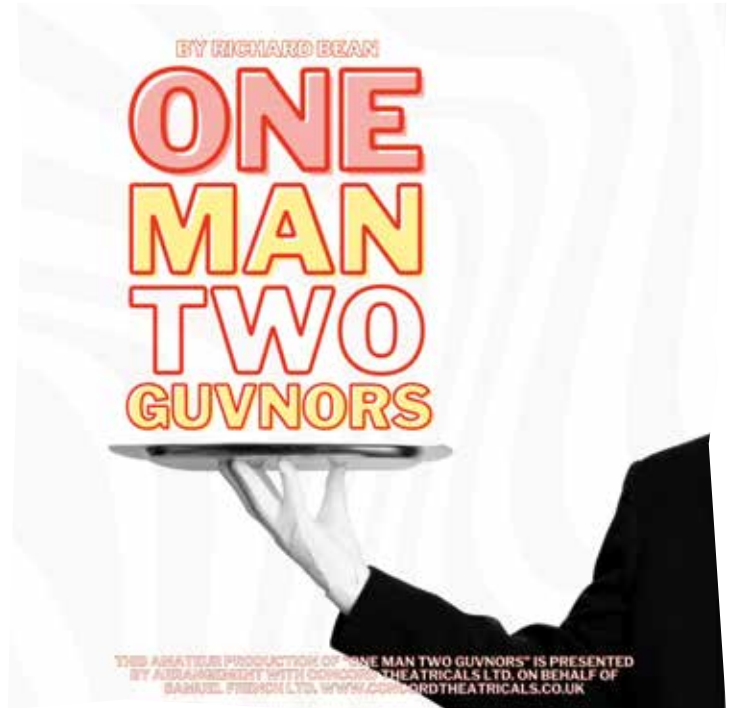
After a school trip Sam seems different. They've always been a little strange but now the rumours about them have grown. What happened out there? A modern horror story. National Theatre connections entry performed by Titchfield Youth Associates

THIS PLAY CONTAINS STRONG LANGUAGE. SUITABLE FOR 14+

Join TYT for a celebration of short plays, dealing with the mysterious, the bewildering and the downright absurd twists of life.



29 FEB–2 MAR @ 7.30PM

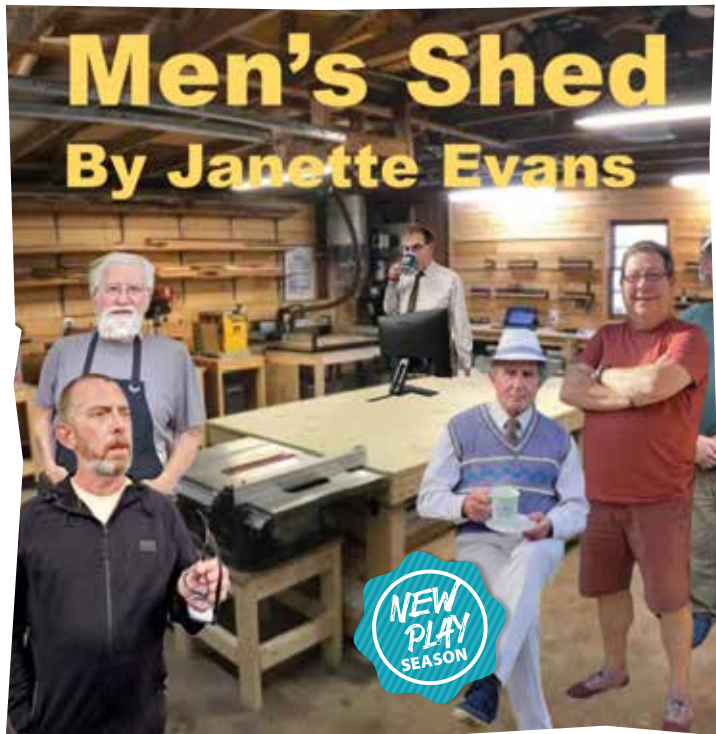


"YOU GOT TO CONCENTRATE AIN'T YA, WITH TWO JOBS"

Francis Henshall is in a spot of bother. Not only is he a minder to the gangster Roscoe Crabbe he's also managed to get himself another job working for upper class criminal Stanley Stubbers. But Roscoe Crabbe is dead, killed by Stanley Stubbers. So, who is Roscoe Crabbe? This chaotic farce, set in 1960's Britain based on The Servant of Two Masters is a laugh out loud mix of satire, slapstick and one-liners.

1–9 MAR 2024 @ 7.30PM & 2–3 MAR @ 2.30PM

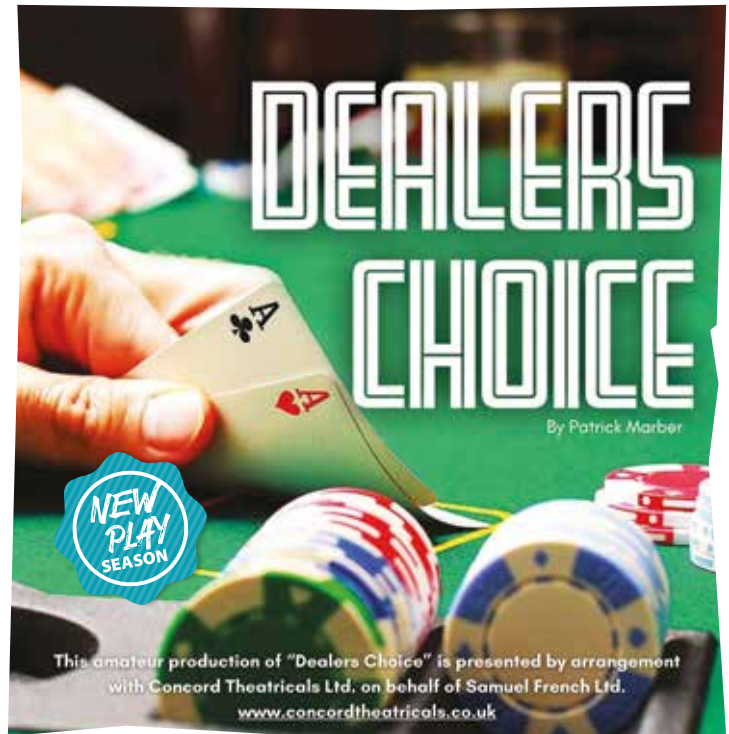




Mens Shed – a brand new play centered around six diverse characters – different chaps with different views but all with one thing in common: their love of the shed. The oil in the ointment occurs when a letter is recorded, challenging the right of it being a ‘men only’ institution. The turmoil and heartache is shared by the boys and, in response, the WI join forces and save the day.



11–16 MAR 2024 @ 7.30PM & 16 @ 2.30PM



5 work colleagues meet regularly on Sunday nights to play poker. What drives them? Money? Competition? Desperation? Find out in this award-winning play.

25–30 MAR 2024 @ 7.30PM



CALAMITY

JANE



Deadwood is a dreary cowboy town and needs livening up! Accident prone Calamity gets the task and swears she'll bring a 'Chicagee' singer and noted beauty to town – Adelaide Adams. Rough shootin' Calam doesn't take no for an answer – especially from any man who gets in the way! Full of foot tappin' numbers – *Windy City, The Deadwood Stage, A Woman's Touch, The Blackhill's of Dakota* and of course *Secret Love – Calamity Jane* is a feast of 'western' musical delights, so book your tickets early and don't miss the early stagecoach into town. Yeeha!!

From the stage play by
CHARLES K. FREEMAN
after WARNER BROS. film
written by JAMES O'HANLON

Adapted by RONALD HANMER and PHIL PARK

Lyrics by PAUL FRANCIS WEBSTER
Music by SAMMY FAIN





Act 2 Theatre Company return to Titchfield Festival Theatre's Great Barn to present Shakespeare's *Romeo & Juliet* – transforming this classic tale into Verona's powder keg of blood-lust and rage, with death threats proudly shouted in the streets, and a young couple, tragically become the next sacrifice in this brutal tale. Act 2 Theatre Company are final year students on the Acting for Stage & Screen course at Havant & South Downs College, and this will see them embark upon creating a contemporised and reimagined production, of one of Shakespeare's classics, in their final production at HS DC.



A double bill of Will Shakespeare themed plays dealing with the chaotic machinations of people caught up in the whirlwind of ideas skewed by mistaken identities, vengeance, and love.

TWELFTH NIGHT



Viola shipwrecked and with the help of the flamboyant captain, disguises herself as a man, Cesario (it's surprising, what moustaches hide!) and enters the service (and wanting the service) of Duke Orsino. She thinks her twin brother (Twin? You'll need some good imagination here), Sebastian, drowned, but he goes and turns up. Yup, it's bonkers!

**28–30 MAY & 2–6 JUN @ 7.30PM
& 2 @ 2.30PM**



Set during the vibrant and psychedelic backdrop of the 1967 Summer of Love, 'A *Midsummer Night's Dream*' unfolds as four young lovers venture into an enchanted forest, ensnared in a complex web of romantic entanglements by mischievous fairies. Love potions and groovy actors blur the lines between reality and dreams in this timeless comedy. As flower children navigate a world of cosmic mischief, the play captures the magic of love amidst an era of revolution and transformation.

**25–27 JUN & 1–4 JUL @ 7.30PM
& 30 @ 2.30PM**



20–23 MAY @ 7.30PM

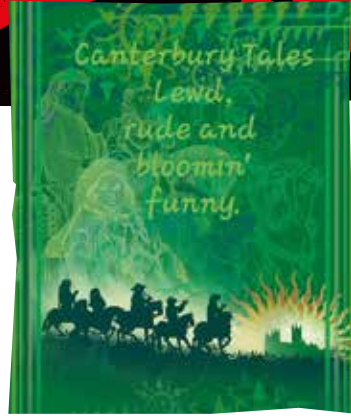
SHAKESPEARE AT THE BARN





The shocking story of a 17th Century murder in Leeds is to be retold on the stage of the Great Barn, Titchfield. A haunting and disturbing drama, this rarely performed play is considered by many to be one of the finest one-act tragedies in early-modern drama. A relentless, violent story of one man's fall, includes gambling addiction, domestic abuse, and demonic possession.

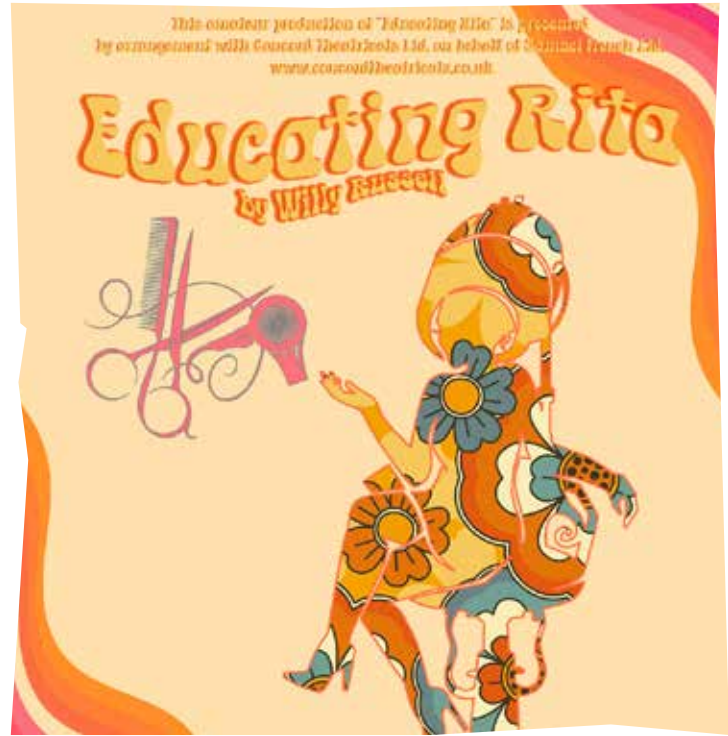
**22-25 & 29-30 JUN 2024 @ 7.30PM
& 28 @ 2.30PM**



**CHAUCER'S TALES AS
NEVER SEEN BEFORE.**

A lively and fast-moving comic adaptation featuring five of Chaucer's Canterbury Tales. This modernised version, has the story tellers going to a festival and the Superhero, aging hippy, insurance salesman, WAG and builder, make unusual companions who each tell their stories. It's funny, at times rude and lewd and very silly. Join us for Chaucer Upcycled.

**18-22, 26-27 AUG @ 7.30PM
& 25 @ 2.30PM**



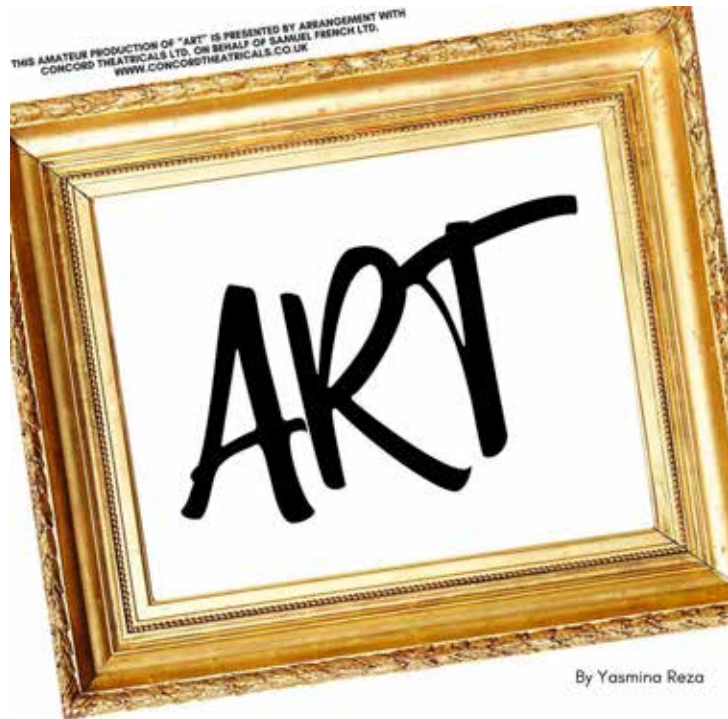
Educating Rita follows Rita, a 26-year-old working class Liverpoolian hairdresser who is dead set on "becoming educated and knowing what matters", and Frank, a middle-aged upper class man with a penchant for drinking to survive his mundane existence as a failed poet come University lecturer. Written by the same British Playwright who also created Blood Brothers and Shirley Valentine.





Clarissa, wife of a diplomat, is adept at spinning tales of adventure, but when a murder takes place in her drawing room she finds live drama much harder to cope with. Desperate to dispose of the body before her husband comes home with an important foreign politician, Clarissa persuades her three house guests to become accessories and accomplices. It seems that the murdered man was not unknown to certain members of the house party (but which ones?), and the search begins for the murderer and the motive, while at the same time trying to persuade a police inspector that there has been no murder at all.

THIS AMATEUR PRODUCTION OF "ART" IS PRESENTED BY ARRANGEMENT WITH
CONCORD THEATRICALS LTD. ON BEHALF OF SAMUEL FRENCH LTD.
WWW.CONCORDTHEATRICALS.CO.UK



By Yasmina Reza

WHAT HAPPENS WHEN A FRIEND BUYS A PAINTING THAT IS AN ENTIRELY WHITE CANVAS – IS IT ART?

Serge thinks it is, but can his friends agree without a dangerous rift occurring? ART, a bright thought-provoking comedy, will have you rethinking what art really is.



8–18 MAY 2024 @ 7.30PM & 12 @ 2.30PM. NO SHOW MON.

20–25 MAY 2024 @ 7.30PM



TITCHFIELD FESTIVAL THEATRE ARE DELIGHTED TO INTRODUCE OUR BRAND NEW

CHILDREN'S

THEATRE SEASON FOR UNDER 6YRS

An original adaptation of the popular stories, come join our storyteller in the Acorn Theatre for an interactive show with songs, dancing and theatre skills for all the family.

LITTLE RED HEN

Come along and see if the farm animals help Little Red Hen in her garden.
3 & 4 APRIL 2024 @ 11AM & 1PM



THE GINGERBREAD MAN

'Run, run as fast as you can, you can't catch me, I'm the gingerbread man'.
28 & 29 MAY 2024 @ 11AM & 1PM



By Richard Harris

Stepping Out

After leaving Broadway, Ex dancer Mavis now runs a dance studio teaching an eclectic bunch of 'have a go' tappers their time steps. After an invitation from a prominent dance school to perform in their charity showcase. Mavis must navigate her way through the ups and downs that erupts between this group of women (And 1 man) as she gets them stage ready worthy of any chorus line? Join us for a journey of Love, Loss and Laughter and definitely a few left feet.

FUN FOR ALL THE FAMILY.

10-15 JUN 2024 @ 7.30PM & 15 @ 2.30PM





IMPORTANCE OF BEING EARNEST

By Oscar Wilde

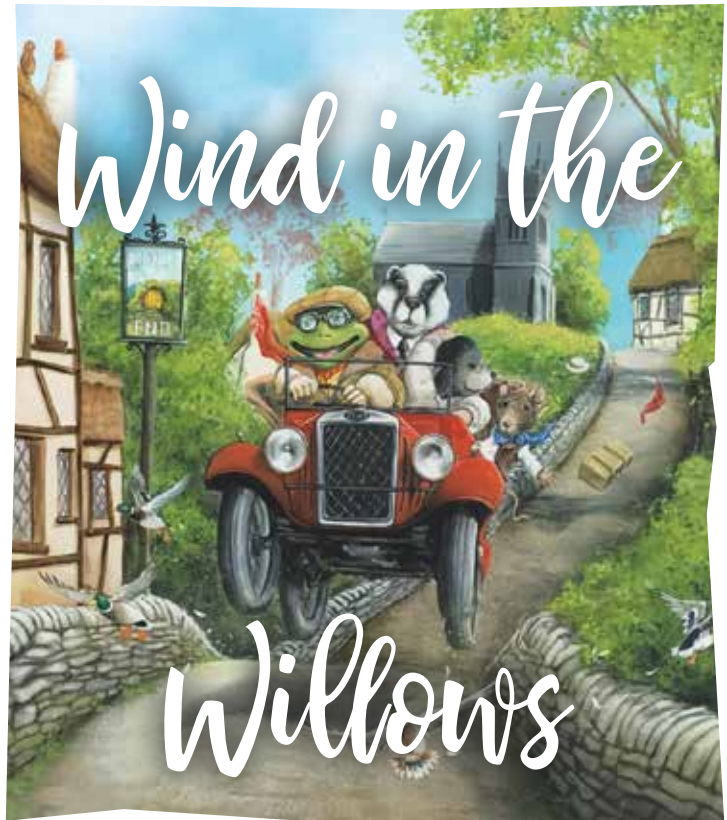


'A TRIVIAL COMEDY FOR SERIOUS PEOPLE'

Hold onto your handbags as you join John and Algernon in a theatrical romp through Victorian high society. Filled with Wilde's wicked wit, this hilarious play explores the ideas of love, truth and identity. A comedy of manners that will have you laughing so hard, your corsets might burst!



21-29 JUN 2024 @ 7.30PM & 23 @ 2.30PM



An enchanting adaptation of Kenneth Grahame's legendary animal adventure story, with Mole, Ratty, Toad and Badger and many other enchanting creatures battling the evil weasel army.

12-20 JUL 2024 @ 7PM & 13, 14, 20 @ 2.30PM





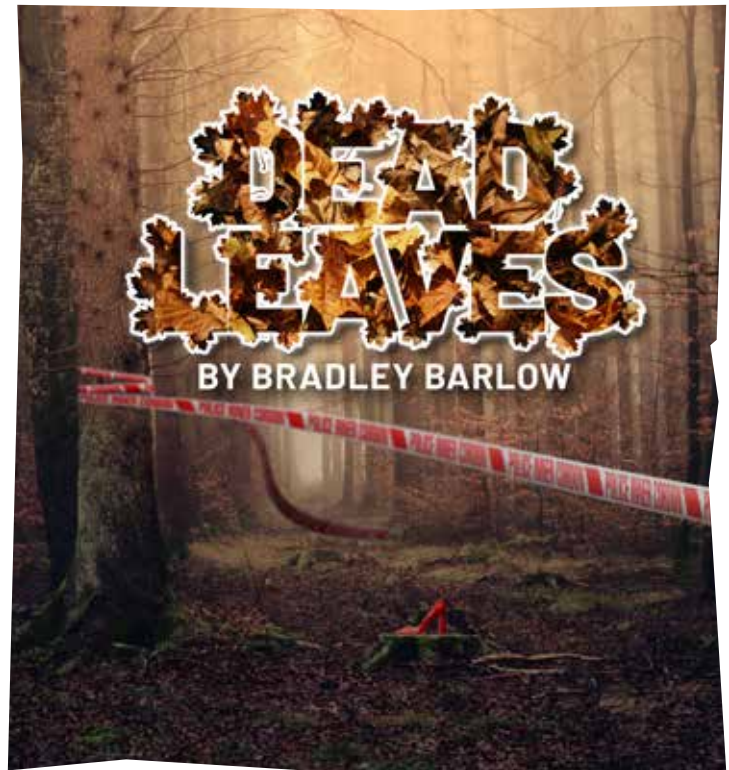
Inspired by a true story and based on the hit movie, *Made in Dagenham* is an uplifting British musical comedy about friendship, love and the importance of fighting for what is right.

Essex 1968. Like millions of other working women, each morning Rita O'Grady is just trying to get her husband out of bed, get the kids off to school and get to work at the factory on time. But life is about to change forever when it's announced that the girls in the stitching room of Ford's Dagenham car plant will have their pay grade dropped to 'unskilled'. Quickly drawing on a strength she never knew she had, Rita leads her friends in a battle against the might of Ford and the corruption of the Union supposed to protect them. As the girls' inspiring journey gets bigger than anyone could have imagined, the pressure is too much for some, but can Rita keep up the fight and the happy home she's worked so hard for?

Funny, touching and timeless, *Made in Dagenham* shows how ordinary people can do extraordinary things when they stand together.



The average person will speak 123,205,750 words in a lifetime. But what if there were a limit? What would you say if you only had 140 words to use in a day? *Lemons Lemons Lemons Lemons Lemons* imagines a world where we're forced to say less. It's about what we say and how we say it; about the things we can only hear in the silence; about dead cats, activism, eye contact and lemons, lemons, lemons, lemons, lemons. This charming play from Sam Steiner is about the beauty and preciousness of language; a perfectly imperfect love story that will leave you wanting to say every word that has been left unsaid.



Melissa French is dead. After her body is discovered in the dark of the woods and the police delve into her past, Melissa's family and friends begin to realise how little they knew her. As secrets are discovered and lies are revealed Melissa's life begins to be unravelled. Nothing stays buried forever.

This amateur production of "The Curious Incident of the Dog in the Night-Time" is presented by arrangement with Concord Theatricals Ltd on behalf of Samuel French Ltd.
www.concordtheatricals.co.uk

THE CURIOUS INCIDENT OF THE *DOG* IN THE *Night-Time*



A dog, a pitchfork and a yearning for answers. This story revolves around Christopher Boone, a brilliant but socially challenged 15-year-old boy with a unique perspective on the world. When he discovers his neighbour's dog murdered, he embarks on a journey to solve the mystery, defying his own limitations and uncovering dark family secrets along the way. The play delves into the mind of an extraordinary protagonist, using innovative staging and visuals to convey his sensory experience. It's a touching exploration of love, trust, and the power of human resilience in the face of adversity.



Adapted by Simon Stephens

**Based on the Novel by
Mark Haddon**

TICKETS

We run a ticketless scheme and tickets can be purchased or refunded by calling our Box Office on 01329 600010 or online at www.titchfieldfestivaltheatre.com

SEAT PRICES

£12 Monday to Thursday

£12 Matinees and Sundays

£14 Friday and Saturday

CONCESSIONS

These are cumulative per ticket:

£1 off Concessions includes:

Children, Seniors 60+, full time education (including teachers and lecturers), student cards, NHS workers/Carers/registered disabled/HM Forces, Police and Fire Service.

£1 off Party 4 +, £1 Book more than one show

Special rates are available for parties of 10+ & school parties please enquire at the Box Office.

ST MARGARETS VENUE

We have three theatres The Acorn Studio, The Oak Theatre and The Arden Theatre, situated at 73 St. Margarets Lane, Titchfield PO14 4BG.

The theatre is accessible by car. We are located on St Margarets Lane approximately 250 metres south of St Margarets roundabout on the A27. The Theatre is clearly signed as our frontage can be seen from the road.

For satellite navigation systems our post code is P014 4BG.

The Theatre is also accessible by an hourly bus. Bus number X4 & X5 Portsmouth/Southampton/Gosport. The bus stop is located a short walk away, approximately four minutes walk.

The nearest railway station is Fareham or Swanwick, with a taxi and bus service available outside both stations.

Accessible Taxi services are located in Swanwick and Park Gate
Tel Nos. 01329 314413.

We have two licensed bars which sell a selection of wine, beer, soft drinks and hot drinks as well as snacks and ice-creams.

DISABLED ACCESS

We welcome any disabled patrons but please let us know beforehand that you are coming. St Margarets Lane has a disabled lift for access to all theatres and disabled toilets.

PARKING

We have ample parking in and around the site, **PLEASE DO NOT PARK IN THE LANE – IT IS NARROW AND DANGEROUS.**

We have room on site for 34 cars, some of which are designated for the disabled. Additional parking is available in the garden centre opposite (for evening performances) and at the nearby Holiday Inn (6 minutes walk from the site). Patrons must register their vehicles at the hotel reception or face a fine. TFT will not be held responsible for any parking fines.

GREAT BARN VENUE

We hold our annual Bard at the Barn – Shakespeare Festival at the C15th Great Barn situated at Mill Lane, Titchfield PO15 5RB. The Barn seats 170 with its own raked seating, bar and café area. This is accessible by car.

We are located on Mill Lane approximately 250 metres north of the Titchfield Mill and 50 metres south of The Abbey Garden Centre. The Barn is clearly signed as our frontage can be seen from the road. Drive up the long driveway and the barn is situated at the top of the driveway. There is ample space for parking spaces on site for over 100 cars.

For satellite navigation systems our post code is P015 5RB.

New members are always warmly welcome, joining and taking part is free for everyone. Absolutely no previous experience required.

For enquiries about hiring our venues call 01329 556156. For ticket enquiries, exchanges, block bookings etc, call 01329 600010.

APPENDIX F. Holiday Inn Email

From: Jenna Flanagan JFlanagan@Fareham.Gov.UK 
Subject: FW: Holiday Inn Fareham
Date: 5 March 2024 at 17:17
To: Jenna Flanagan JFlanagan@Fareham.Gov.UK

JF

From: Jess Taylor
Sent: Tuesday, March 5, 2024 3:54 PM
To: Jenna Flanagan
Subject: FW: Holiday Inn Fareham

You don't often get email from [Learn why this is important](#)

Hi Jenna,

As requested, please see the below correspondence between myself and Kevin at the Titchfield Theatre.

We have now ceased the original £50 per month arrangement. Since removing the parking, we have received a handful of patrons still arriving to try and park with us who have been upset that we aren't supporting the local theatre. This has been few and far between though.

Thank you.



Jess Taylor
Director of Sales & Marketing

E-Mail:
Mobile:
Holiday Inn Fareham, Cartwright Drive, Fareham, Hampshire PO15 5RJ
Please check out our [Hotel Video](#)

This hotel is Owned by HICP Limited and Operated by Valor Hospitality Europe Limited under licence from IHG Hotels Ltd Registered Office: St James House, 3rd Floor, South Wing, 27-43 Eastern Road, Romford, Essex. RM1 3NH. Company Registration Number: 09450061 VAT No: 20



APPENDIX G. Planning Application P/24/0304/FP
Transport Statement



**TITCHFIELD FESTIVAL THEATRE,
ST MARGARETS LANE, FAREHAM**

TRANSPORT STATEMENT

February 2024

Titchfield Festival Theatre

LEISURE DEVELOPMENT
TITCHFIELD FESTIVAL THEATRE
ST MARGARETS LANE, FAREHAM

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

Document No:	022.0032/TS/2	
Status:	Original	
	<i>Name</i>	<i>Date</i>
Prepared by:	Tom Purnell	February 2024
Checked by:	Tom Fisher	February 2024
Approved by:	Mark Smith	February 2024

Revision Record

Rev.	Date	By	Summary of Changes	Aprvd
2	04.03.24	OSC	Client Comments	TAF

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73 St Margarets Lane
Titchfield
Fareham
PO14 4BG

Paul Basham Associates Ltd
The Bothy
Cams Hall Estate
Fareham
PO16 8UT

LEISURE DEVELOPMENT
TITCHFIELD FESTIVAL THEATRE
ST MARGARETS LANE, FAREHAM

TRANSPORT STATEMENT

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- Appendix A – Site Plan
- Appendix B – ATC Data
- Appendix C – PIA Data
- Appendix D – Visibility Splay and Access Design
- Appendix E – Car Park Tracking

1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates of behalf of Titchfield Festival Theatre to support a planning application for a car park for use by Titchfield Festival Theatre on St Margarets Lane in Titchfield. The site location is demonstrated in **Figure 1**, with the proposed car park layout attached as **Appendix A**.

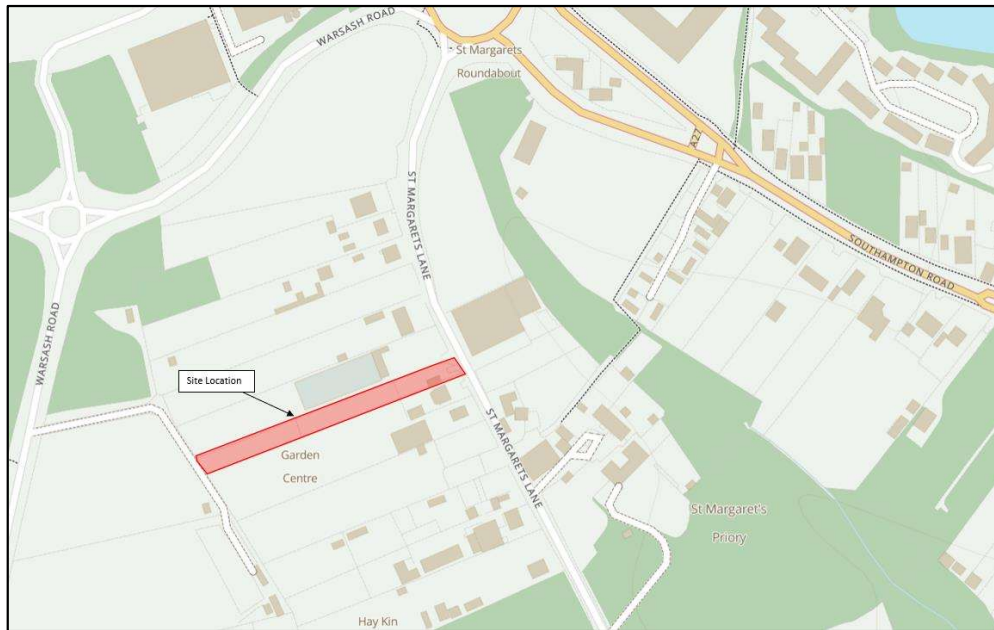


Figure 1: Site Location

- 1.2 The site is currently a green field with wooden stables towards the northeastern side of the site which are used for keeping horses. The site is bordered by the St Margaret’s Nurseries Garden Centre to the north, St Margarets Lane and the Titchfield Festival Theatre to the east, a residential dwelling to the south and a green field to the west.

Planning History

- 1.3 The site has been subject to a planning application which was submitted in December 2020 for the construction of “1 No. 4-Bed Dwelling With Associated Detached Garage/Annex” on land at St Margarets Lane Titchfield (Planning Reference: P/20/1543/FP). The application was refused in February 2021 as it was seen that the development would not be sustainably located adjacent to or well-integrated with neighbouring settlement and the provision of a dwelling in this location would be contrary to CS2, CS6, CS9, CS14 of the adopted Fareham Borough Core Strategy and DSP6 and DSP40 of the adopted Local Plan Part 2: Development Sites and Policies Plan. This application was not refused in relation to highways.

- 1.4 Resubmission of planning application: P/20/1543/FP was made in June 2021 once again for the construction of “1 No. 4-Bed Dwelling With Associated Detached Garage/Annex” on land at St Margarets Lane Titchfield (Planning Reference: P/21/0805/FP). The resubmission was refused in March 2022 for the same reasons that it was in February 2021. Once again, this application was not refused in relation to highways.
- 1.5 The remainder of this report will consider the existing site conditions and local accessibility, the development proposals, the likely impact of the proposed development on the operation of the local road network and the access arrangements for the site. A site visit was undertaken in February 2024 to inform this Transport Statement.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

- 2.1 The existing site is situated on St Margarets Lane, approximately 1km northwest of Titchfield High Street. The existing site is currently a green field a vehicular access to serve the stables. The site location within the context of Titchfield is demonstrated in **Figure 2**.

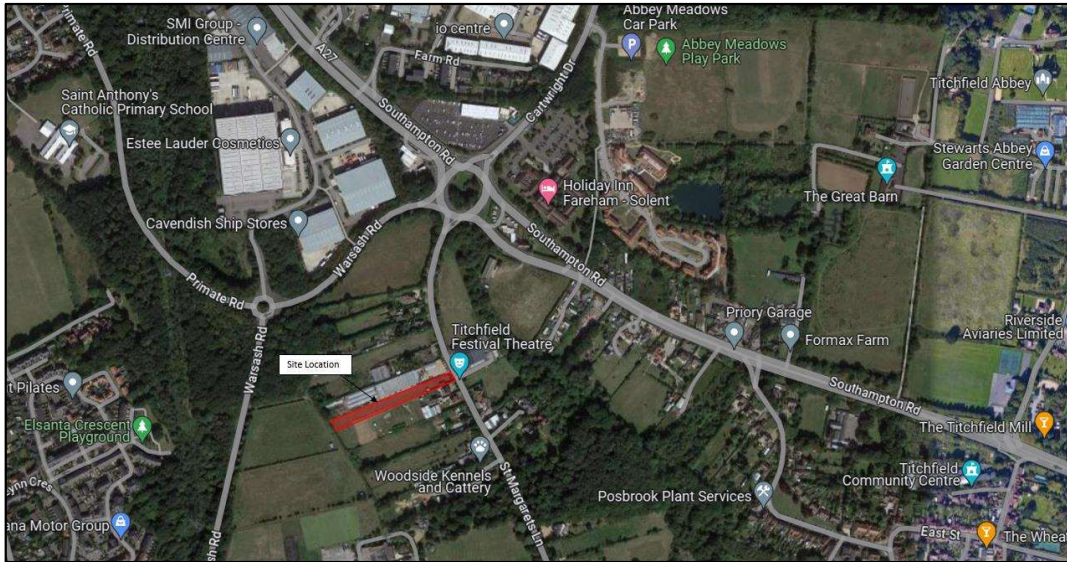


Figure 2: Site Context

Local and Wider Road Network

- 2.2 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.
- 2.3 To the north St Margarets Lane connects to St Margarets Roundabout. St Margarets Roundabout provides access to Warsash Road southwest bound, the A27 / Southamton Road east and west bound and Cartwright Drive northbound.
- 2.4 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.

Automated Traffic Counts Survey

- 2.5 A 7-day ATC survey was undertaken on St Margarets Lane in the vicinity of the proposed site access. The ATCs establish the existing traffic conditions on the northbound and southbound approaches to the site. The surveys were carried out between 5th February and 11th February 2024, outside of school holidays. The full survey outputs are provided at **Appendix B** and are summarised in **Table 1**.

Direction	7-day Average, 85 th Percentile Speed (mph)	5-day, AM Peak Period (0800 – 0900)	5-day, PM Peak Period (1600 – 1700)	5-day, 24hr, Daily Traffic
Northbound	33.0mph	112	94	1105
Southbound	33.1mph	87	157	1282

Table 1: ATC Survey Results

- 2.6 The traffic data establishes that St Margarets Lane experiences almost 2,400 two-way vehicles per day. The 85th percentile speeds recorded demonstrate that vehicles are travelling slightly above the 30mph speed limit, with recorded speeds of 33.0mph in the northbound direction and 33.1mph in the southbound direction.
- 2.7 HCC's Stopping Sight Distance Calculator and TG3 was used to determine the visibility requirements. Visibility splays of 49m are required in the primary and secondary directions as calculated by the ATC survey recorded speeds. The visibility splay from the site access are discussed subsequently within this TS.

Personal Injury Accident Data

- 2.8 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. The PIA investigation is demonstrated in **Figure 3** with the full dataset included as **Appendix C**.

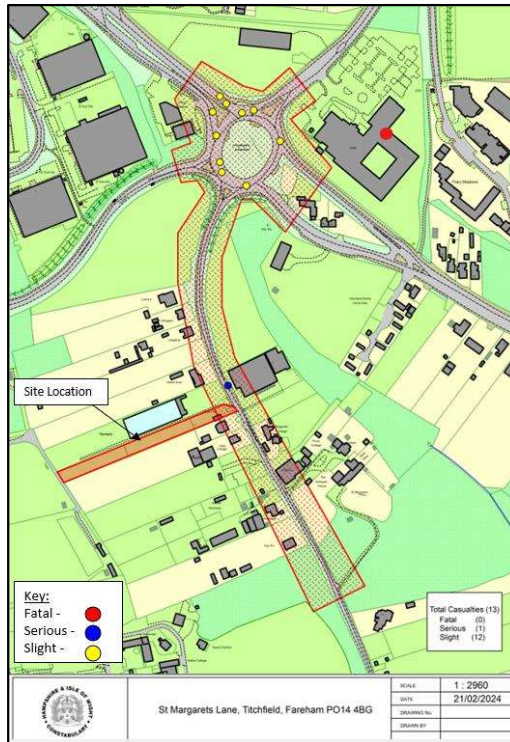


Figure 3: PIA Data (Source: Hampshire Constabulary)

- 2.9 **Figure 3** shows that there has been a total of 13 incidents in the vicinity of the site and of the St Margarets Roundabout. Of these 13 incidents, 12 were considered as ‘slight’ in nature and occurred on St Margarets Roundabout. The remaining incident was considered ‘serious’ in nature and occurred on St Margarets Lane, north of the proposed car park.
- 2.10 Due to the location of the ‘serious’ incident a further review was undertaken. 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.
- 2.11 Over the latest available 60-month period, only 13 incidents has occurred in the vicinity of the site. With the 13 incidents considered over the 60-month span, this averages as an incident every 4.6 months, or 1 in every 60 months if only the accidents on St Margarets Lane are considered.
- 2.12 From the data presented above there are no concerns regarding the design of the existing highway network in terms of a highway safety concern and this is not expected to change as a result of the proposed scheme. It is therefore noted that in relation to NPPF paragraph 115 there is no severe impact on highway safety, based on the current highway design, and its existing operation.

3. DEVELOPMENT PROPOSALS & TRIP GENERATION

- 3.1 The development would see an existing green field that is used for horse stables being converted into a car park for the use of visitors for the Titchfield Festival Theatre. It should be noted that the car park is provided to assist in parking for the theatre to allow for patrons another option to park when visiting the site.
- 3.2 The proposed car park consists of 97 car parking spaces, of which 27 spaces are parallel parking spaces located along the northern boundary of the site and 70 parking bays along the southern boundary of the site. The parallel parking spaces to the north all measure 2.5m x 6.1m and all of the bay parking spaces to the south measure 2.5m x 5.0m. The proposed car park layout demonstrated in **Appendix A**.

Access Arrangements

- 3.3 The proposed 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°. These geometries support two-way vehicle movements. The access and the tracking swept path analysis at the access is demonstrated in **Appendix D**. The existing access is demonstrated in **Photograph 2**.



Photograph 2: Existing Site Access

- 3.4 As highlighted above, 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 D**.
- 3.5 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 on 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.
- 3.6 Notwithstanding the above, a Car Parking Management Plan will be provided should the planning application be approved, to ensure that safe and suitable access is maintained at all times. This will include, but not be limited to, a volunteer marshal allowing cars to access and egress the car park when arriving and departing. They will ensure that any queuing of vehicles will be contained within the car park to maintain two-way traffic flow along St Margarets Lane. They will also work in tandem with the consented car park within Titchfield Festival Theatre to ensure there is no conflict between these accesses.
- 3.7 Having regard to the above, it is considered that the proposed access to the car park meets current guidance in line with Hampshire TG3 and Stopping Sight Distance Calculator.

Car Parking

- 3.8 Fareham Borough Non-Residential Parking Standards SPD (2015) does not include theatre use. The guidance suggests that this SPD replaces the "Hampshire Parking Strategy and Standards" publication (2002) which stated that a theatre should provide 1 space per 5 fixed seats. It should be noted that this application is not reliant on using guidance given the theatre is already in use and has an agreed parking strategy, agreed through an Appeal by an Inspector, how the standards are being highlighted to show what 97 spaces equates to in terms of number of patrons.
- 3.9 Despite being withdrawn, given the absence of an existing standard set by Fareham Borough Council and the significant weight of it being agreeable by an Inspector as part of Appeal APP/A1720/A/12/2186833, it is considered that 1 parking space for every 5 seats is therefore considered robust.

3.10 The required parking provisions are summarised in **Table 2**.

Land Use Type	Car Parking Standard (Maximum)	Cycle Parking Standards (Minimum)	
		Long Stay	Short Stay
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 6 members of staff or 1 space per 40sqm GEA	1 stand per 20sqm GEA

Table 2: HCC withdrawn Parking Standards

3.11 In accordance with the above, 97 car parking spaces would equate to 485 fixed seats being able to be accommodated.

3.12 For the purposes of clarity, although not subject to this planning application, the Titchfield Festival Theatre site itself can provide at least 35 car parking spaces, which was agreed by an Inspector through Appeal APP/A1720/A/12/2186833 in paragraph 7. Therefore parking provision for the Titchfield Festival Theatre would provide 132 spaces, enough for 660 seats.

3.13 As demonstrated in **Appendix A**, it is proposed that 97 parking spaces are included in the car park. A turning head is provided at the western end of the car park. As demonstrated in the car parking swept path analysis in **Appendix E**, the 6.0m aisle width proposed provides adequate space for cars to turn on site without having to use the turning head.

Trip Generation

3.14 The car park itself will not generate any additional traffic onto the wider local road network. All traffic which will utilise the car park is associated with the Titchfield Festival Theatre. There may be some transfer of trips from the Holiday Inn car park to the north, but this will only be for the short stretch of St Margarets Lane from the roundabout junction to the north, to the proposed car park access.

4. CAR PARKING MANAGEMENT PLAN

- 4.1 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.
- 4.2 By adopting a proactive and organised approach, a CPMP aids in reducing congestion and providing a more manageable access and egress for patrons.
- 4.3 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.

Total Parking Provision and Allocation

- 4.4 It is proposed that a total of 97 spaces will be provided for the use of customers visiting the Titchfield Festival Theatre. It is proposed that all 97 parking spaces will be unallocated, and the car park will operate on a 'first come first serve' basis. If the car park reaches full capacity, a staff member at the entrance to the car park will provide future site users with alternative parking they can use which includes The Holiday Inn car park located just 450m north of the Titchfield Festival Theatre or the St Margarets Nurseries car park located directly north of the proposed car park.

Management Plan and Measures

- 4.5 The car park will operate as a car park for customers of the Titchfield Festival Theatre.
- 4.6 To inform that the car parking area is private and not for general use, signage is proposed as a 'gateway' feature on the entrance point to the car park. The wording on the respective signs will be 'PRIVATE CAR PARK, this car park is customers of the Titchfield Festival Theatre only'.
- 4.7 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 vis jackets, both for safety and to make clear to site users who they can go to with questions. As aforementioned 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.
- 4.8 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.

- 4.9 If there is a car already using 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 park 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.
- 4.10 It is envisaged that the CPMP can be secured by planning condition to ensure that it is complied with in perpetuity.

5. SUMMARY AND CONCLUSIONS

- 5.1 This TS has been prepared by Paul Basham Associates of behalf of Titchfield Festival Theatre to support a planning application for a car park for use by Titchfield Festival Theatre on St Margarets Lane in Titchfield.
- 5.2 The site is well located in relation to the local and strategic highway network. St Margarets Lane experiences almost 2,400 two-way vehicles per day with 85th percentile speeds of just over 33mph. The required visibility splays of 2.0m by 49m in the primary and secondary directions are achievable.
- 5.3 A review of personal injury accident data for the last five years available confirms that there are no observed issues with the existing local highway network and the only accident in the vicinity of the site access was a result of human error.
- 5.4 97 car parking spaces are being provided as part of this planning application to allow for patrons of the Titchfield Festival Theatre another option to park when visiting the site. Using 1 in 5 spaces, in line with the now withdrawing Hampshire County Council Parking Standards (2002), this would provide parking for 485 seats.
- 5.5 The car park itself will not generate any additional traffic onto the wider local road network. All traffic which will utilise the car park is associated with the Titchfield Festival Theatre.
- 5.6 A Car Parking Management Plan has been developed to ensure that only those eligible to make use of the facilities will use the car park and to ensure that the impact of the car park would be minimal on the local road network. This would be ensured through the enforcement of volunteer staff.
- 5.7 This Transport Statement has demonstrated that the proposed development would have a negligible impact on the operation and safety of the local road network, in line with paragraph 115 of the NPPF. We would therefore encourage HCC to look favourably on this application in relation to highways.

- NOTE:**
- Ground investigation survey recommended to ascertain suitability of product, required subbases and if any additional drainage is necessary.
 - Recommended surface application of Terram Bodpave 40 or similar, filled with suitable clean angular aggregate with appropriate subbases and textiles as per manufacturers guidelines.
 - Drainage trench/soakaways if required subject to ground conditions.
 - Hedge planting of suitable native species whips with tree guards and stakes.
 - Final entrance width and visibility splays to be checked by engineer for suitability for access.
- Parking space: 97 no.



REVISIONS

DATE	02.01.2024	CHECKED BY	CK
DRAWING STATUS	-	SCALE @ A3	1:500
PROJECT	Titchfield Festival Theatre Car Parking Layout		
DRAWING TITLE	Sketch Plan		
DRAWING NUMBER	HED.1518.SK002		
REVISION	-		

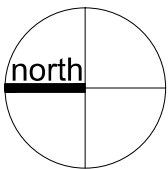
CLIENT
Titchfield Festival Theatre

H | E | D
Hyland Edgar Driver
Landscape Architects & Urban Designers

One Wessex Way, Cadden Common, Winchester, SO21 1WG
t. 01962 711 600

NOTES:

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Appendix B

Titchfield ATC, St. Margarets Lane

Direction: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Mon 5 Feb 2024	1042	32.8	27.7	5.0	0	3	15	39	183	507	242	48	2	2	1	0
Tue 6 Feb 2024	1151	33.1	27.3	5.6	0	10	21	73	209	509	258	62	7	2	0	0
Wed 7 Feb 2024	1096	32.3	26.3	5.8	0	17	38	80	212	498	210	37	4	0	0	0
Thu 8 Feb 2024	1085	32.1	26.8	5.1	0	3	15	72	258	468	230	34	4	1	0	0
Fri 9 Feb 2024	1152	32.9	27.8	5.0	0	4	20	49	172	561	287	56	3	0	0	0
Sat 10 Feb 2024	944	33.1	28.2	4.8	0	2	12	23	133	477	252	35	7	2	1	0
Sun 11 Feb 2024	858	34.2	28.9	5.1	0	4	12	21	93	373	292	56	5	1	1	0
5 Day Ave.	1105	32.7	27.2	5.3	0	7	22	63	202	509	245	47	4	1	1	0
7 Day Ave.	1047	33.0	27.6	5.2	0	6	19	51	180	485	253	47	5	1	0	0

Paul Castle Associates

Direction: Southbound

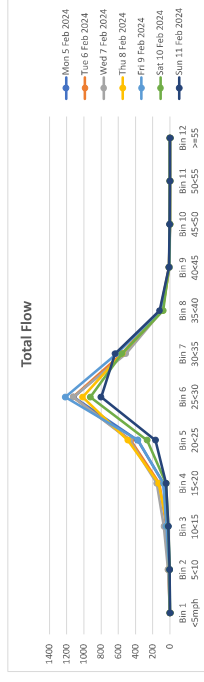
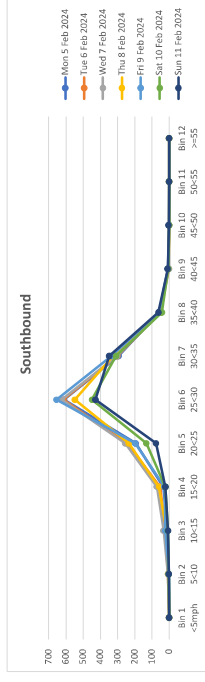
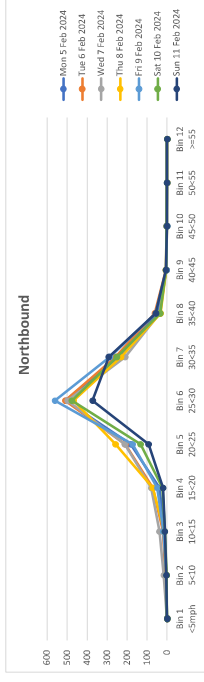
	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Mon 5 Feb 2024	1212	32.9	28.1	4.6	0	2	10	34	194	611	295	57	9	0	0	0
Tue 6 Feb 2024	1300	32.7	27.4	5.1	0	8	22	52	244	615	302	51	6	0	0	0
Wed 7 Feb 2024	1349	32.5	27.1	5.2	0	7	32	72	255	625	303	53	1	1	0	0
Thu 8 Feb 2024	1246	32.8	27.6	5.1	0	5	16	59	234	548	328	51	5	0	0	0
Fri 9 Feb 2024	1305	32.9	28.0	4.7	0	3	23	27	198	655	336	56	6	1	0	0
Sat 10 Feb 2024	972	33.3	28.5	4.6	0	2	9	23	133	448	309	42	6	0	0	0
Sun 11 Feb 2024	961	34.3	29.4	4.8	0	2	8	23	77	428	348	63	9	3	0	0
5 Day Ave.	1282	32.8	27.6	4.9	0	5	21	49	225	611	313	54	5	0	0	0
7 Day Ave.	1192	33.1	28.0	4.9	0	4	17	41	191	561	317	53	6	1	0	0

Paul Castle Associates

Direction: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5mph	Bin 2 5<10	Bin 3 10<15	Bin 4 15<20	Bin 5 20<25	Bin 6 25<30	Bin 7 30<35	Bin 8 35<40	Bin 9 40<45	Bin 10 45<50	Bin 11 50<55	Bin 12 >=55
Mon 5 Feb 2024	2254	32.9	27.9	4.8	0	5	25	73	377	1118	637	105	11	2	1	0
Tue 6 Feb 2024	2452	32.9	27.4	5.3	0	18	43	125	453	1124	560	113	13	2	0	0
Wed 7 Feb 2024	2465	32.5	26.8	5.3	0	24	70	152	467	1123	613	90	5	1	0	0
Thu 8 Feb 2024	2331	32.5	27.2	5.1	0	8	31	131	482	1016	658	85	9	1	0	0
Fri 9 Feb 2024	2457	32.9	27.9	4.9	0	7	43	76	370	1216	623	112	13	1	0	0
Sat 10 Feb 2024	1916	32.2	28.4	4.7	0	4	21	46	266	925	361	77	13	2	1	0
Sun 11 Feb 2024	1513	34.2	29.1	4.9	0	5	20	44	179	801	640	119	14	4	1	0
5 Day Ave.	2388	32.7	27.4	5.1	0	12	42	111	432	1119	558	101	9	1	0	0
7 Day Ave.	2239	33.0	27.8	5.0	0	10	36	92	371	1046	570	100	11	2	0	0

Paul Castle Associates



Appendix C

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 1 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 1 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 manoeuvre	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 1 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 1 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:

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:

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: 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")

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 1 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 1 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 1 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 1 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 A 27
 Speed limit: 20 Junction Detail: Roundabout Automatic traffic signal
 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 1 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 1 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 A 27
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal
 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:

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:

44220307114 30/07/2022 Time 1708 Vehicles 2 Casualties 2 Slight
 E:453303 N:106511 First Road: A 27 Road Type 1 A 27
 Speed limit: 40 Junction Detail: Roundabout Automatic traffic signal
 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 manoeuvre	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:

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:

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: 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")

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

Appendix D

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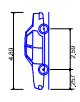
GENERAL NOTES

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.
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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

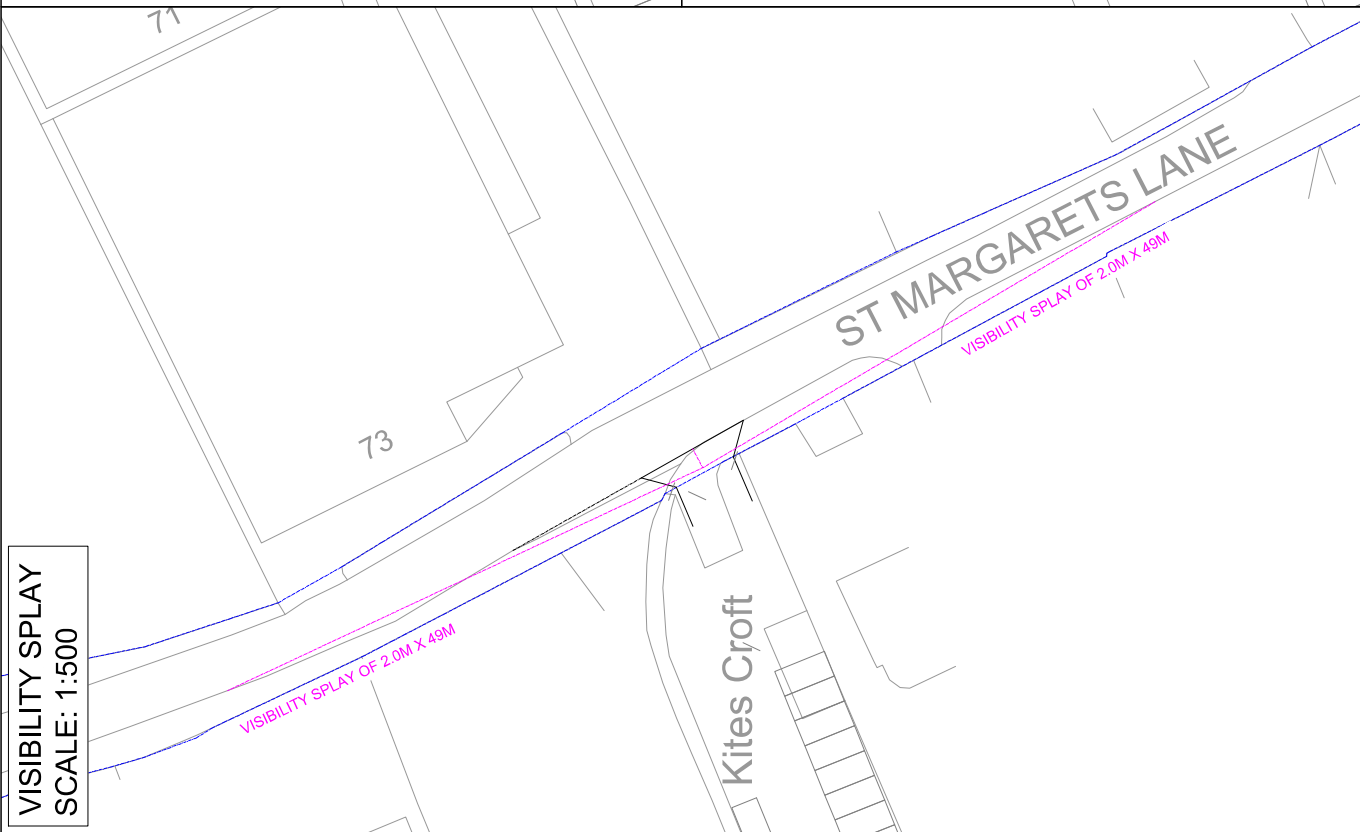
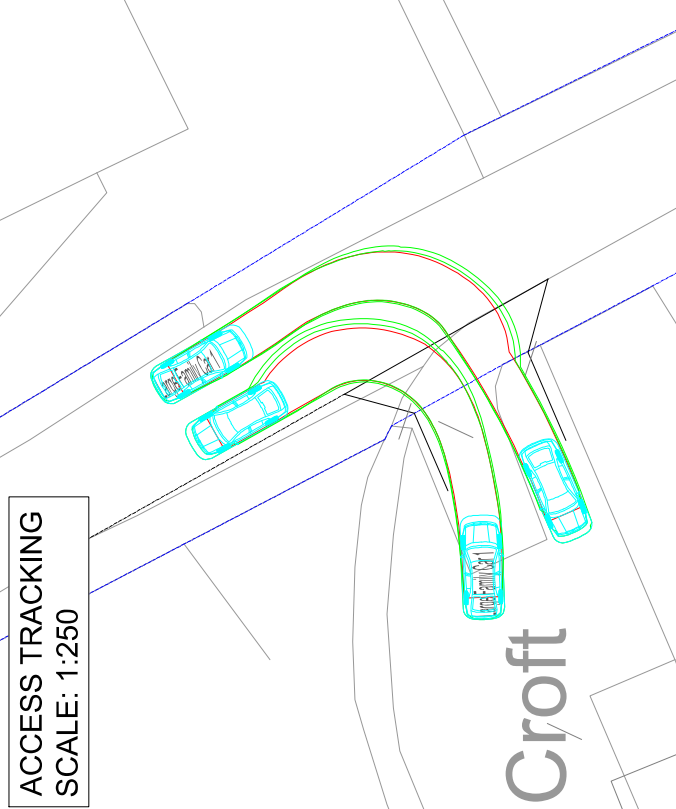
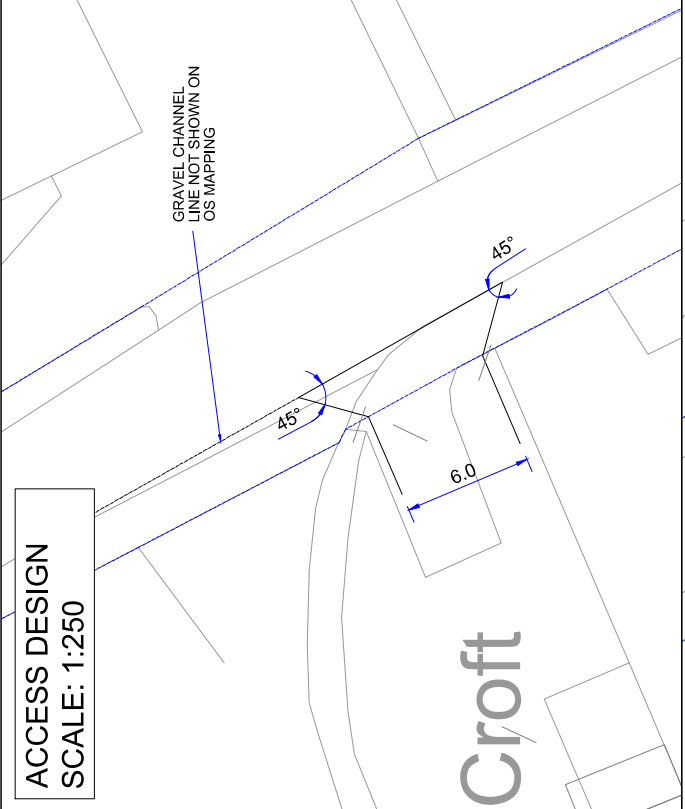


Large Family Car 1
 Overall Length 4.89m
 Overall Height 1.51m
 Overall Body Height 0.27m
 Min Body Ground Clearance 0.27m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.100m



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

P01	FIRST ISSUE	22.02.24	TNP	TAF
Rev	Description	Date	By	App'd
22.02.24			TNP	TAF
PBA Project Number		AS SHOWN (AT A3)		
022.0032		AS SHOWN (AT A3)		
PBA Drawing No.		Revision		
022.0032-0001		P01		



Client
 PRIVATE CLIENT

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

Title
 VISIBILITY SPLAYS & ACCESS DESIGN WITH TRACKING

Project Name
 TITCHFIELD FESTIVAL THEATRE, ST MARGARETS LANE

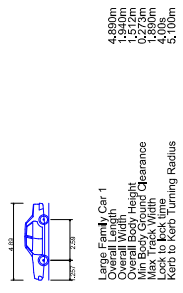
Project Phase
 PRELIMINARY

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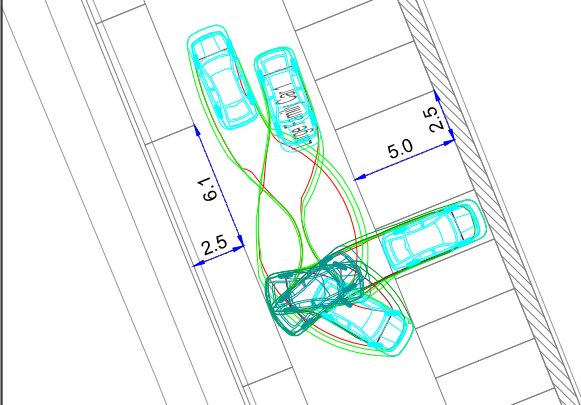
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6. ALL PARALLEL PARKING SPACES MEASURE 2.5M X 6.1M AND ALL BAY PARKING SPACES MEASURE 2.5M X 5.0M.

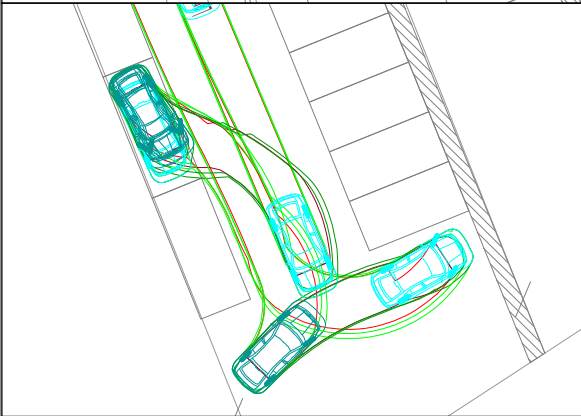
VEHICLE PROFILE



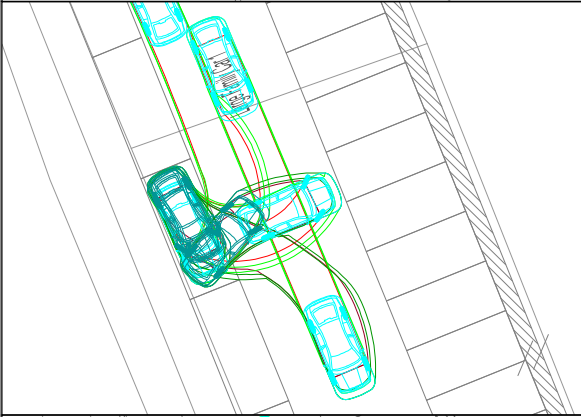
PRELIMINARY
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YOU ARE ADVISED TO MAKE DUE ALLOWANCE



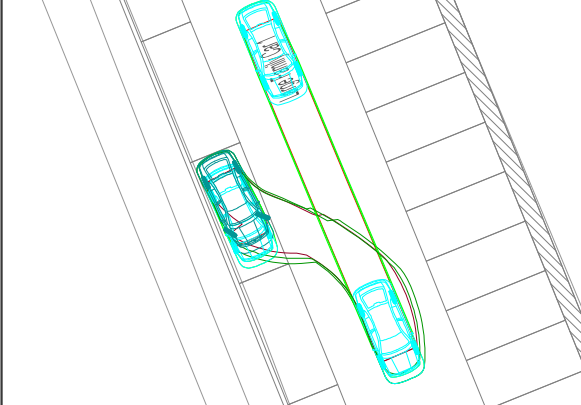
FORWARD BAY PARKING



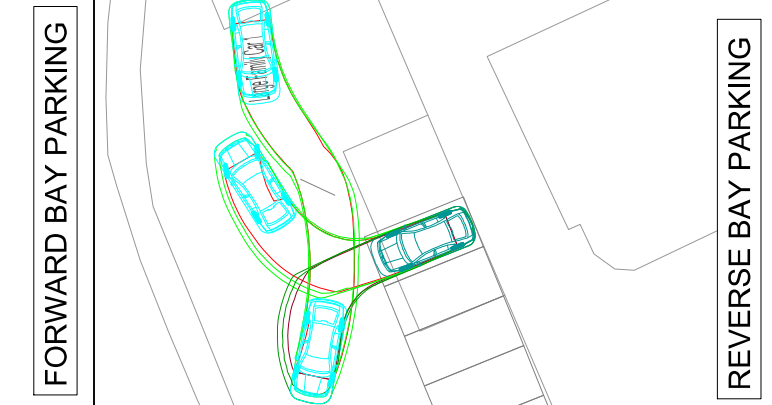
PARALLEL PARKING TURNING IN SPACE



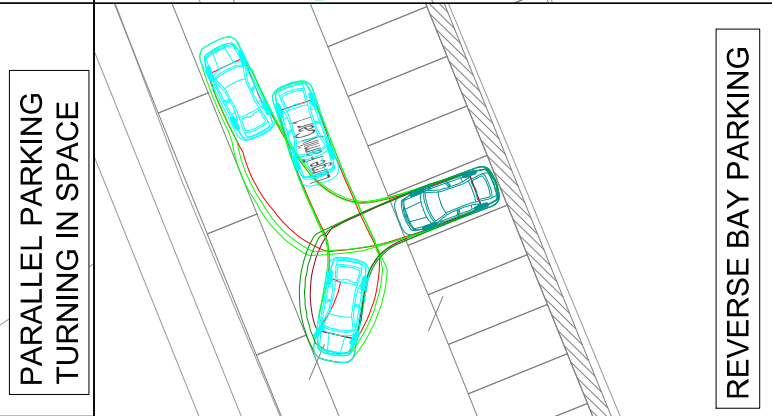
PARALLEL PARKING USING TURNING HEAD



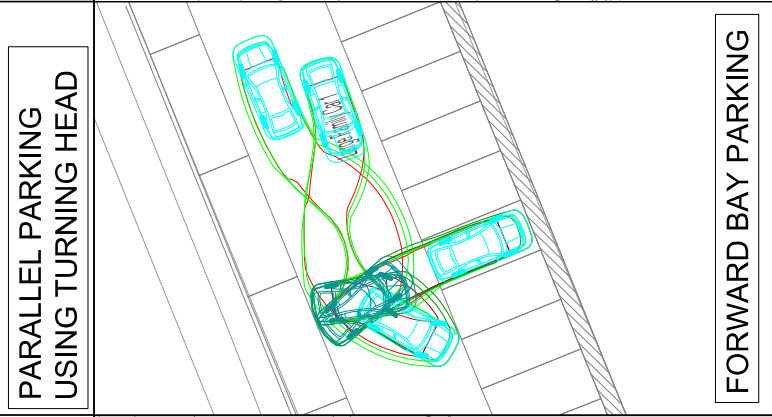
FORWARD BAY PARKING



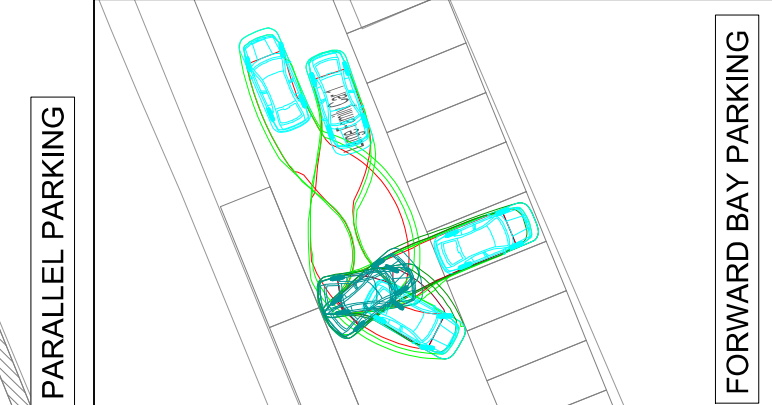
REVERSE BAY PARKING



REVERSE BAY PARKING



FORWARD BAY PARKING



FORWARD BAY PARKING

P01	FIRST ISSUE	22.02.24	TNP	TAF
Rev	Description	Date	By	App'd
22.02.24			TNP	TAF
PBA Project Number		Scale		
022.0032		1:250		
PBA Drawing No.		Revision		
022.0032-0002		P01		

Client
PRIVATE CLIENT

Paul Basham Associates Ltd
The Bothey, Camo Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Title
CAR PARK TRACKING

Project Name
**TITCHFIELD FESTIVAL THEATRE,
ST MARGARETS LANE**

Project Phase
PRELIMINARY

APPENDIX H. Planning Application P/24/0304/FP HCC
Consultation Response 04/04/2024

Fareham Borough Council
Civic Offices
Civic Way
Fareham
PO16 7AZ

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD
Telephone: 0300 555 1375
www.hants.gov.uk

Enquiries To Sally Swaine

Direct Line

Date 4 April 2024

My reference 052810

Your reference P/24/0304/FP

Email farehamdc@hants.gov.uk

Dear Ms Goldsmith,

Land Opposite Titchfield Festival Theatre St Margaret's Lane Titchfield PO14 4BG
Construction of a surface car park for a total of 97 cars associated with Titchfield Festival Theatre with alterations to access and landscaping

I refer to your consultation sent on 18 March 2024 on the above planning application and make the following comments:

The application site comprises an equestrian field with related facilities, accessed from St Margaret's Lane. St Margaret's Lane is an unclassified Road subject to a 30mph speed limit with street lighting. There are no restrictions on waiting (parking) on St Margaret's Lane. There is a footway on the western side of St Margaret's Lane extending from the St Margaret's Roundabout (A27 roundabout) to a point opposite the northernmost vehicular access to Titchfield Festival Theatre (TFT). There is no footway provision on either side of the application site access or opposite.

The proposed car park is to serve the patrons of Titchfield Festival Theatre, which is located opposite the application site. The TFT's website indicates that the theatre has three auditoriums with capacities of 90 seats, 180 seats and 450 seats, totalling 720 seats. The largest auditorium, Arden Theatre, is subject to an Enforcement Appeal for an alleged breach of planning control.

It is stated in the accompanying Transport Statement that the car park within the curtilage of the TFT site can accommodate 35 parked cars.

Director of Hampshire 2050
Gary Westbrook

Existing Traffic Conditions

The Transport Statement by Paul Basham Associates presents information on surveyed traffic flows and vehicles speeds on St Margaret's Lane. An Automatic Traffic Count survey (ATC) has been carried out in the vicinity of the application site access. The surveyed two-way weekday average traffic flow on St Margaret's Lane was 199 vehicles in the AM peak period (0800-0900) and 251 vehicles in the PM peak period (1600-1700). The recorded two-way average weekday 24-hour traffic flow was 2378 vehicles.

The presented data does not indicate the traffic volumes during the TFT's peak times. Appendix B of the Transport Statement does not include the full survey outputs as stated; this should be provided. It is not apparent whether the theatre had any performances/activities taking place during the surveyed period. Again, details should be provided.

The ATC also measured vehicle speeds, which have been used to establish the 85th percentile speeds on St Margaret's Lane of 33 mph in the northbound direction and 33.1 mph in the southbound direction.

Personal Injury Accident data presented in the TS shows that one serious personal injury accident has occurred on St Margaret's Lane, where a cyclist travelling southbound collided into the rear of a parked car, which was parked on the carriageway outside of the theatre.

Car Parking Layout and Design Considerations

Drawing HED.1518.SK002 - *Sketch Plan* indicates that parking within the field can be arranged to accommodate in the region of 97 cars. The indicative layout shown on the *Sketch Plan* shows appropriately sized parking spaces, adequate manoeuvring clearance and a turning area to the rear of the car park. It is unclear whether the parking layout will be formalised by any form of marking. If spaces are not demarked it is likely that the actual capacity will be less than that indicated.

The drawing indicates that the ground will be reinforced by using a plastic paver grid system filled with aggregate (rather than grass) on an appropriate sub-base. No specific details have been provided with regards to surface water drainage. The car park must be designed to prevent surface water from the site draining onto the public highway and designed to prevent detritus (such as gravel or mud) being deposited onto the public highway. Further details should be provided to demonstrate this.

The car park is to be unlit; the security implications that may arise due to the lack of lighting within the car park itself is an amenity concern and is therefore not a matter for the Highway Authority to consider, although the Local Planning Authority may wish to consider this.

Director of Hampshire 2050
Gary Westbrook

Site Access Arrangements

It is proposed that the existing field access with a compacted aggregate surface is to be widened to 6m in width (drawing 022.0032-0001 – *Visibility Splays and Access Design Tracking* included in Appendix D of the TS refers). It should be confirmed on the application drawings that the vehicle crossing will be constructed to the Highway Authority's specification with a bitumen surface. The extent of hard surfacing within the application site should also be confirmed. No separate pedestrian access is to be provided.

Swept path analysis provided in the TS indicates that the modified access will be of adequate geometry to allow simultaneous entry and exit of cars.

Visibility at the existing field access is at present significantly restricted to the south for drivers of egressing vehicles by the hedgerow adjacent to the St Margaret's Lane carriageway.

Visibility splays at the access of 2m 'x' distance by 49m 'y' distance are required for the measured speeds. Whilst the required splays have been indicated on drg no. 022.0032-0001, it has not been satisfactorily demonstrated that the splays can be achieved without the need for third party land. Whilst the highway boundary transposed on drg no. 022.0032-0001 will have been based on information provided by Hampshire County Council, the accuracy of that information is however limited to the accuracy of the Ordnance Survey map upon which it is based. It is evident from site observations that the highway verge either side of the site access is not as wide as that denoted by the Ordnance Survey base.

Whilst widening the access will remove the short section of boundary hedge fronting the site, the neighbouring property's (Kites Croft) hedge is still likely to restrict visibility. A convex traffic mirror has been installed on the verge outside Kites Croft in an attempt to improve visibility at the property's access. It is important to note that the Highway Authority does not support the use of mirrors as an alternative to the provision of visibility splays. Mirrors can make it difficult to judge speed and distance and can reflect light and dazzle drivers; they are also often the targets for vandalism.

The application drawings should be amended to show the access arrangements with the associated visibility splays on a topographical survey base.

Trip Generation/ Traffic Impact

It is indicated in the Transport statement that the proposed car park will be infrequently used. Details should be provided on how often and under what circumstances the parking is to be made available for the use by TFT patrons.

Director of Hampshire 2050
Gary Westbrook

The TS states that the car park will not generate any additional traffic onto the wider local road network as the cars which will utilise the car park are associated with the Titchfield Festival Theatre. The TS also notes that there may be some transfer of trips from the Holiday Inn car park; however, these trips have not been quantified in the TS.

No details have been provided on the times, durations, frequency of performances/ activities at the theatre. Although the size of the car park will ultimately limit the number of vehicle turning movements at the site access, the TS should include an estimate of vehicle movements based on existing arrival and departure patterns. An estimate of the pedestrian movements at the site access should also be provided.

It is implied in the TS that the 97-space car park will cater for the parking demand generated by 485 seats (a rate of 1 space per 5 seats). The actual parking demand generated by the TFT has not been quantified by traffic surveys/audience numbers. Given the location of the site and its poor accessibility by non-car modes, the car park capacity may not be adequate to cater for the extra demand this car parking is intended to cater for.

It is stated in the TS that if the car park reaches full capacity, then staff members will inform users of the other available car parks in the vicinity of the site. No details have been provided as to what circumstances the Holiday Inn car park and St Margaret's Nurseries car park will be made available for the use of TFT patrons. Signage at the nursery indicates "Nursery Parking Only - No Turning". Also, parking on street is likely to be more convenient than using the Holiday Inn car park.

The site access is opposite the TFT's southernmost access. The vehicle turning movements at the TFT's accesses have not been quantified. It is stated in the TS that a Car Parking Management Plan will be implemented should planning permission be granted to ensure that safe and suitable access is maintained at all times. It is proposed that a volunteer marshal will direct vehicles entering and exiting both the proposed car park and TFT car park to avoid vehicles queuing on the carriageway and to limit conflicting vehicle turning movements. These proposals are not acceptable to the Highway Authority without proper authorisation. Only marshals specifically trained under the Community Safety Accreditation Scheme (CSAS) and empowered to direct vehicles by the police can direct traffic on the public highway.

The TS has not quantified the number of pedestrian trips at the site access. The car park has space for approximately 97 cars and therefore the potential for a significant volume of pedestrian activity. There is no footway provision either side of the site access or opposite, and no specific pedestrian facilities are proposed. Pedestrians will be crossing the road from the application site vehicular access to the TFT's southernmost vehicular access; conflicting with vehicles entering and exiting both car parks. This is a situation which the Highway Authority considers to be unacceptable, and which could be exacerbated during the hours of darkness.

Director of Hampshire 2050
Gary Westbrook

Third party representations indicate that a significant level of on-street parking associated with the theatre activities/performances regularly occurs. The level of roadside parking has not been quantified in the Transport Statement.

Whilst the Highway Authority also considers that the travel demand (and parking demand) for the car park will be created by the activities operating at the TFT, it has not yet been established that the use of the larger 450-seat Arden Theatre is lawful. Unless approved at the Appeal, the Highway Authority cannot consider that the traffic generation or associated roadside parking resulting from the Arden Theatre can be classed as 'existing' for the purpose of establishing baseline traffic conditions.

RECOMMENDATION

The Highway Authority recommends a holding objection until further information has been provided which demonstrates that the development proposal can be accommodated in a manner that would not cause increased danger and inconvenience to highway users.

Yours sincerely,

Sally Swaine
Highways Development Planning

Director of Hampshire 2050
Gary Westbrook

APPENDIX I. DCLG Letter 23 August 2016



Department for
Communities and
Local Government

Department for Communities and Local
Government
3rd Floor,
Fry Building
2 Marsham Street
London SW1P 4DF

Mr G D P Owen
31 Gatland Lane
Maidstone
Kent
ME16 8PJ

Email:
Correspondence.pesp@communities.gsi.gov.uk

www.gov.uk/dclg

Our Ref:2643552
Your Ref:

Date: 23 August 2016

Dear Mr Owen

Thank you for your letter of 15 August 2016 to the Rt Hon Sajid Javid seeking clarification of the word "severe" in the National Planning Policy Framework, in the context of the impact of development on the road system. We have been asked to reply on his behalf, as our Team has responsibility for national planning policy on transport.

We are sorry to learn that your county highways department has been unable to assist you with this matter. The reason and that term "severe", and other terms used in the National Planning Policy Framework, are not defined nationally, is that the Framework is designed to be interpreted and applied locally. Therefore local authorities are best placed to decide whether the particular impacts of a development on the road system will be severe, taking into account local circumstances. For example, a large development in a rural area which is poorly served by transport links is likely to have a greater impact on the road network than a similar development in an area that has a more developed network of roads and other infrastructure.

However, paragraph 32 of the Framework sets out that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. This should help local authorities to decide on a case by case basis whether the impacts of particular developments on the road network are likely to be severe at a local level.

Thank you, once again, for writing.

Yours sincerely

PPKD - DCLG

PLANNING POLICY AND REFORM DIVISION

