

Transport Statement

Interbridges Site, Emsworth

On behalf of: PNH Properties



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Document Control Sheet



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1 Introduction

- 1.1** Bellamy Roberts has been instructed by PNH Properties to prepare a Transport Statement in support of a planning application for proposed employment development, with associated access, parking, yards, landscaping and substation at Emsworth Business Park, New Brighton Road, Emsworth.
- 1.2** The proposal seeks to provide 14 Use Class E commercial units with a net floor area of approximately 2,221.3m² and two storage yards, comprising a total floor area of 1,098.6m² to be accessed from North Street / New Brighton Road.
- 1.3** Policy EM2 'Emsworth Employment Allocation' within the Havant Borough Local Plan (Allocations), adopted in July 2014, states that the 'Interbridges East' site under Policy BD39 is allocated for employment development, with an indicative floorspace of 2,200m².
- 1.4** Matters considering the planning history of the proposed access are detailed later in this report.
- 1.5** A Framework Travel Plan has been prepared by Bellamy Roberts and should be read in conjunction with this report.

Scope of Statement

- 1.6** This report has been prepared to assess the suitability of access arrangement by using collision data obtained from Hampshire Constabulary, conducting a Stage 1 Road Safety Audit (RSA), and junction modelling using PICADY.
- 1.7** The report has also interrogated the TRICS database to consider the traffic that would likely be generated by the proposal. In this regard, it has considered the scheme in relation to national and local planning policy, the sustainability of the site in terms of accessibility by means other than the private car, car and cycle parking, with reference to the LPA's standards, and servicing of the site.

2 Policy Review

- 2.1** Bellamy Roberts and the applicant appreciates the proposed development needs to accord with the appropriate National, Regional and Local Policies, and this Transport Statement has sought guidance from the following documents.

National Planning Policy Framework (NPPF)

- 2.2** The National Planning Policy Framework (NPPF) was revised in December 2023 and sets out the Government's current planning policies guidance on how these are expected to be applied in transport terms.

- 2.3** Under the heading of 'Considering Development Proposals', paragraph 114 sets out the four key transport requirements:

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

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

- 2.4** Paragraph 115 identifies situations where development should be refused on transport grounds noting that:

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

2.5 Paragraph 116 then states that within the context of applications for development should:

- a) *“give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

2.6 Paragraph 117 states that *“all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

Planning Practice Guidance (PPG)

2.7 Planning Practice Guidance (PPG) are guidance documents aimed to ensure consistent and effective application of planning regulations and principles across all disciplines. PPG discusses the role of Travel Plans, Transport Assessments and Statements.

2.8 Paragraph 002 from PPG states that *“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements”.*

2.9 Paragraph 015 states that *“the scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:*

- *An analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent 3-year period, or 5-year period if the proposed site has been identified as within a high accident area”.*

Havant Borough Core Strategy (adopted in March 2011)

2.10 This document sets out the vision, objectives, and policies for development and growth of Havant.

2.11 Policy CS2 ‘Employment’ states that *“the council will seek to accommodate flexibility a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:*

- *75,000 square metres of B1 offices*
- *45,000 square metres of B2 manufacturing*
- *41,500 square metres of B8 warehousing.*

Planning permission will be granted for development proposals that:

- 1. Prioritise the use of previously developed land for the provision of new employment floorspace.*
- 2. Favour town centre locations for the provision of B1a offices and other town centre uses.*
- 3. Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.*
- 4. Promote existing and potential business clusters and sectors particularly advance manufacturing and marine businesses.*
- 5. Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses.*
- 6. Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.*
- 7. Protect marine businesses located on waterfront locations from non-marine related employment and other uses.*
- 8. Encourage smart economic growth and promote advances in information and communication technologies”.*

2.12 Policy CS20 'Transport and Access Strategy' states that development will be permitted that:

1. *Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.*
2. *Does not increase congestion and promotes better use of existing transport networks.*
3. *Improves accessibility to goods, services and employment and promotes equality in the transport system.*
4. *Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.*
5. *Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.*
6. *Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.*
7. *Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.*

Havant Borough Local Plan – Allocations (adopted in July 2014)

2.13 This document is part of the adopted Local Plan for Havant Borough Council. It identifies sites within the borough for various types of development up to the year 2026.

2.14 Policy EM2 'Emsworth Employment Allocation' identifies the site as an allocated area for employment development.

Ref. BD39	Interbridges East	0.81ha	2,200 sqm
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2.15 The policy states that "*the floorspace shown for this site is indicative, based on site area, access arrangements and other environmental constraints. Planning permission will be granted provided that details proposals:*

1. *Are broadly consistence with the indicative provision for floorspace.*
2. *Take account of all site specific development requirements set out in the relevant site profile".*

2.16 An extract of the Emsworth Policies Map obtained from Appendix 4 of the Local Plan is presented at **Appendix 1** and shows the area of allocation for employment.

2.17 Policy BD39 'Interbridges East' lists the known constraints, existing transport provision, existing accessibility to local services/facilities, and site opportunities. This policy is provided in Figure 1.

Site Name:	Site Ref/Policy Number:
Interbridges East	BD39
Description of Site: Interbridges East is located to the north of Emsworth District Centre between the A27 and the railway line.	
Known Constraints: • Constrained potential access from B2148 North Street leading to A259 Havant Road • Land along the northern boundary is in Flood Zones 2 and 3 • Proximity of gas main and within Gas Pipeline Consultation Zone • Adjacent to Brook Meadow Local Nature Reserve	
Existing Transport Provision: • Bus route within 100m • Adjacent to train station • Well served by existing alternative transport	
Existing Accessibility to Local Services/Facilities: • Walking distance to Emsworth District Centre	
Site Opportunities: • 2,200 square metres of new manufacturing and/or warehousing floorspace with between 32 and 62 jobs • Opportunity to reduce flood risk through floodplain storage and conveyance	
Policy BD39 Site Specific Development Requirements: • Access to be provided from North Street to the satisfaction of the highway authority • Employment and Skills Plan to support planning application • Flood Risk Assessment to support planning application • Development outside of Flood Zone 1 will need to provide compensatory floodplain • Reduce green field runoff rates, on-site SUDS and a possible contribution to the Emsworth Flood Alleviation Scheme (Policy DM25) • An Ecological Assessment may be required to assess the impact on Local Nature Reserve	

Figure 1: Interbridges East, Policy BD39

2.18 This report will address and reference the relevant aspects of this policy, including site specific requirements, constraints related to access, the existing transport provision, and existing accessibility.

Policy Summary

2.19 The applicant has addressed the items set out in this policy section and the scheme will demonstrate that the following can be achieved:

- Appropriate opportunities to promote sustainable transport modes have been taken up;

- Safe and suitable access to the site and internal layout will be achieved for all users;
- Any significant impacts from the development on the transport network and in terms of capacity and congestion or on highway safety will be cost effectively mitigated to an acceptable degree; and
- The proposal will follow the guidelines set out in the NPPF, PPG, Havant Borough Local Plan and Havant Borough Core Strategy.

2.20 It will be shown within this report that all the above policies and requirements associated with this development are met.

3 Existing Site & Local Highway Network

3.1 This section of the Transport Statement considers the location of the site and the operation of the local highway network. It also includes a review of collision data obtained from Hampshire Constabulary and a summary of the results obtained from Automatic Traffic Counter (ATC) speed surveys.

Existing Site & Local Highway Network

3.2 The application site is currently undeveloped and is located approximately 350m north from the centre of Emsworth.

3.3 The site is bound by the A27 to the north, the Havant to Brighton and London Victoria railway line to the south and is located on the eastern side of North Street / New Brighton Road (B2148). For reference, an extract of the site location plan is provided in Figure 2 and the full plan is presented in [Appendix 2](#).

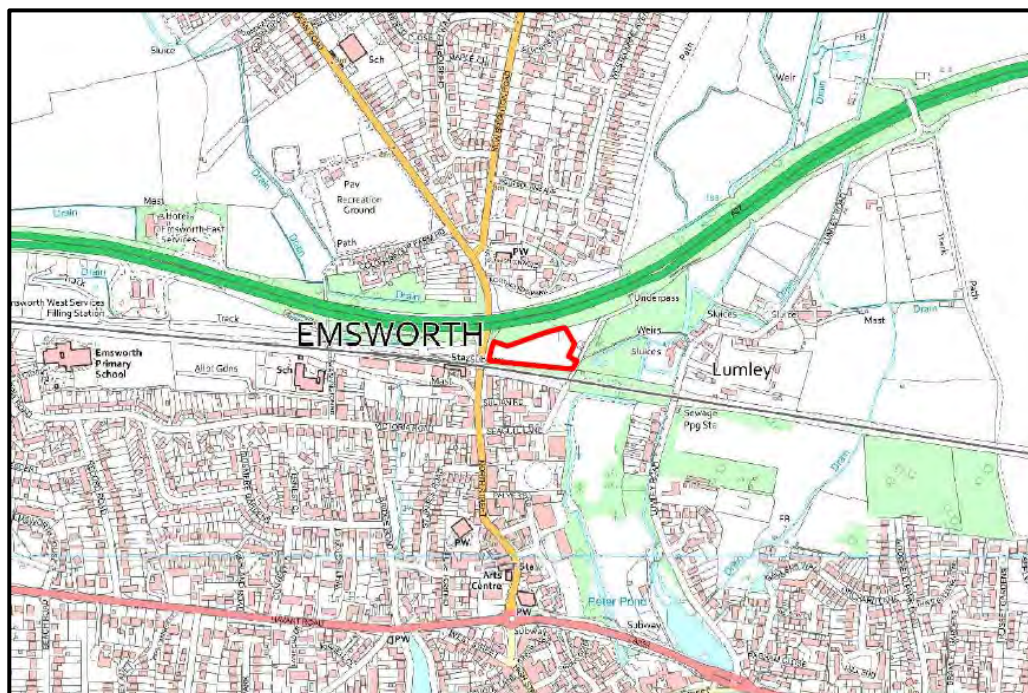


Figure 2: Site Location Plan

- 3.4** North Street / New Brighton Road (B2148) is a single carriageway road and is subject to a speed limit of 30mph. It has footways present on both sides, approximately 2m wide.
- 3.5** An uncontrolled pedestrian crossing is located at the location of the proposed access and is equipped with dropped kerbs, tactile paving, and lighting provision.
- 3.6** In addition, Emsworth railway station is approximately 40m west walking distance to the site, and the nearest bus stop is approximately 115m south walking distance.

ATC Speed Survey

- 3.7** Bellamy Roberts commissioned two 7-day Automatic Traffic Counter (ATC) speed surveys and vehicle flows north and south of the proposed access along North Street / New Brighton Road between 19/09/2023 and 25/09/2023. Figure 3 shows the location of where the ATC surveys were conducted in relation to the site.



Figure 3: ATC Speed Survey Locations on North Street / New Brighton Road

3.8 This recorded approach speeds of 33.0mph southbound and 29.5mph northbound while the weather was dry. The full survey results are presented at **Appendix 3**.

3.9 Table 1 and 2 below illustrate the daily weekday and weekend vehicle flows:

Table 1: Weekday Daily Vehicle Flows (24 hour)

Direction	Mon	Tues	Wed	Thurs	Fri	Avg.
	25/09	19/09	20/09	21/09	22/09	
Northbound	6,631	6,598	6,472	6,876	7,153	6,746
Southbound	6,615	6,558	6,400	6,768	7,267	6,722
Two-Way	13,246	13,156	12,872	13,644	14,420	13,468

Table 2: Weekend Daily Vehicle Flows (24 hour)

Direction	Sat	Sun	Avg.
	23/09	24/09	
Northbound	6,041	4,812	5,427
Southbound	5,788	4,699	5,244
Two-Way	11,829	9,511	10,671

3.10 Table 1 and 2 show that the average daily weekday flows were 13,468 and the average daily weekend flows were 10,671.

Table 3: Peak Hour Two-Way Vehicle Flows

Date	Morning Peak (0800-0900)		Evening Peak (1700-1800)	
	N'bound	S'bound	N'bound	S'bound
Monday 25 Sept	515	701	621	492
	1,216		1,113	
Tuesday 19 Sept	516	704	645	484
	1,220		1,129	
Wednesday 20 Sept	495	703	600	466
	1,198		1,066	
Thursday 21 Sept	531	694	649	495
	1,225		1,144	
Friday 22 Sept	508	697	635	516
	1,205		1,151	
Saturday 23 Sept	262	368	449	375
	630		824	
Sunday 24 Sept	178	226	308	283
	404		591	

3.11 Table 2 shows that during the morning peak hour period, more vehicles travel southbound and during the evening peak hour period, more vehicles travel northbound.

Personal Injury Accident (PIA) Data

- 3.12** PIA data has been obtained from Hampshire Constabulary for the highway network in the vicinity of the application site.
- 3.13** Planning Practice Guidance (PPG) on the preparation of the Transport Statements and Assessments states at paragraph 015 that an analysis of the injury accident records on the public highway in the vicinity of the site access should be undertaken for the most recent 3-year period, or 5-year period if the site has been identified in a high accident area.
- 3.14** For robustness, collision data for the most recent 5-year period has been obtained (01/01/2019 to 31/12/2023). This has included the location of the proposed access and assessed collisions on the New Brighton Road (B2147).
- 3.15** The collisions are classed into three categories: 'slight', 'serious', and 'fatal'. The definitions of which are provided as follows:
- **Slight Injury** - Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight).
 - **Serious Injury** - Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
 - **Fatal Injury** - Injuries which cause death either immediately or at any time up to 30 days after the collision.
- 3.16** The results obtained from Hampshire Constabulary can be seen in Figure 4 and the full collision report is attached at [Appendix 4](#).

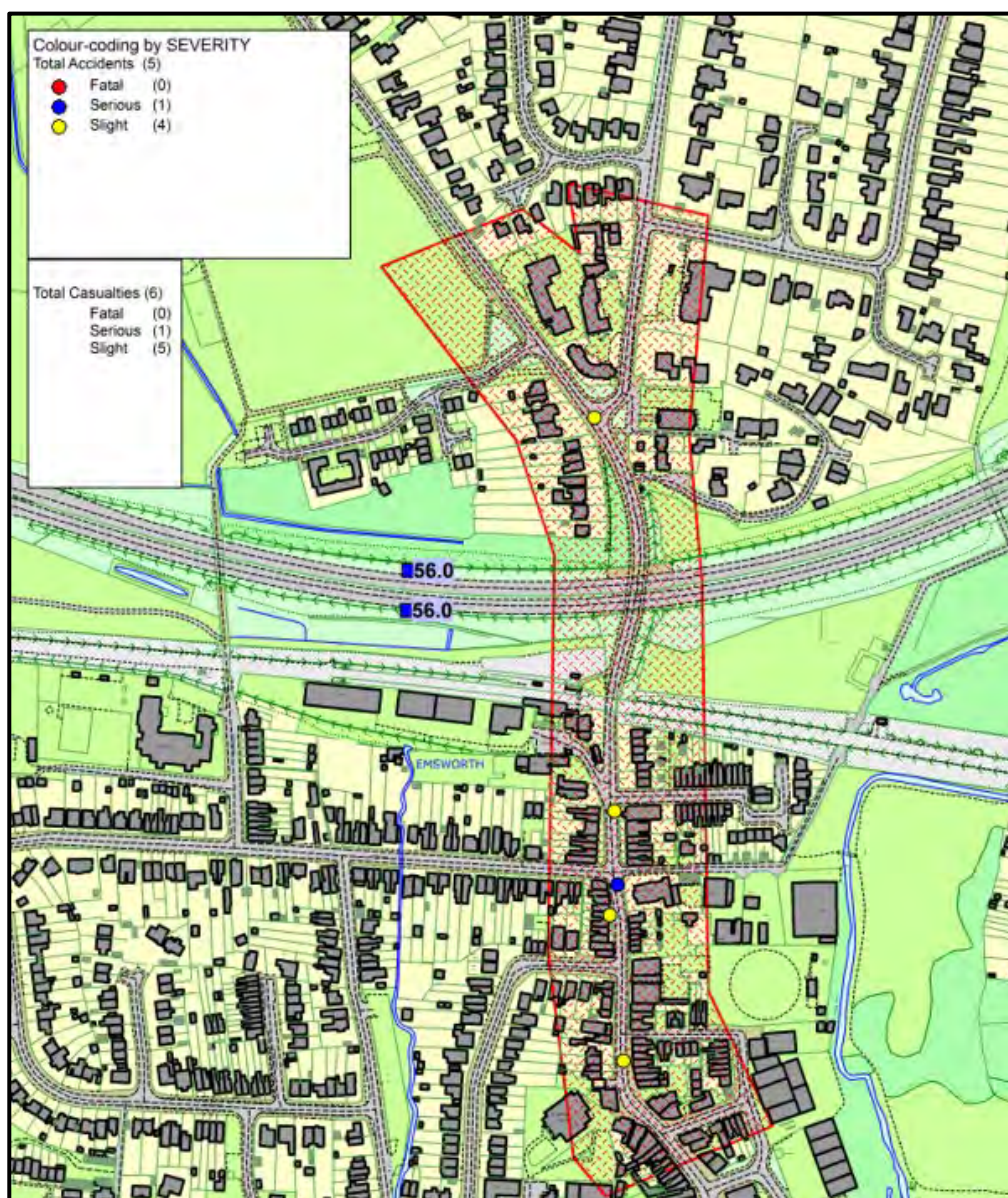


Figure 4: Summary of PIA Data (Hampshire Constabulary)

3.17 A review of collision data from Hampshire Constabulary reveals that 4 'slight' accidents and one 'serious' accident occurred within the assessment area on North Street / New Brighton Road.

3.18 Figure 4 shows that no accidents have occurred within the vicinity of the proposed access, and driver fault was the primary causation factor for these accidents. No existing issues were identified with the road layout.



- 3.19** There is no evidence to suggest any inherent safety problems within the highway network that would be exacerbated by the proposed development.

Summary

- 3.20** In summary, the application site is well located to take advantage of the existing local highway network and pedestrian and public transport network within Emsworth.
- 3.21** A review of the available PIA data has been undertaken and does not identify any specific road safety problems with the local highway network.
- 3.22** Speed surveys demonstrate the 85th percentile speed at the proposed access are 33.0mph southbound and 29.5mph northbound, respectively. The access arrangement is dealt with later in this report. The average daily weekday flows were 13,468 and the weekend flows were 10,671.

4 Accessibility Audit

3.23 This section of the Transport Statement will consider the accessibility of the application site.

Access by Sustainable Transport Modes

3.24 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.

3.25 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies '*walkable neighbourhoods*' as being "*characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot*". However, MfS does not consider 800 metres to be a maximum walking distance, and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, 81% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2021). See Figure 5.

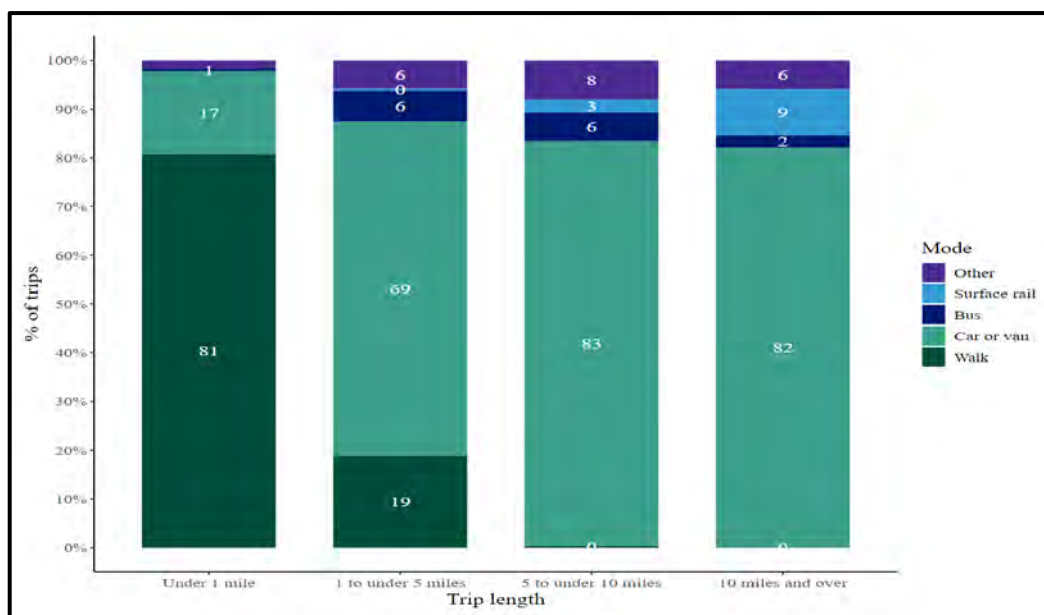


Figure 5: National Travel Survey 2023

Walking and Cycling

- 3.26** A pedestrian isochrone shows the location of the site and the public transport facilities that are within walking distance. This is presented at [Appendix 5](#). It illustrates that the site is within 400m walking distance of Emsworth railway station and bus stops.
- 3.27** As outlined in **Section 3** of this Report, the existing pedestrian infrastructure in the vicinity of the site allows for individuals to easily access the site from nearby transportation hubs.
- 3.28** A plan showing a catchment area of 1.8km from the site is presented at [Appendix 6](#). This demonstrates that residential areas within Emsworth, including Hermitage, New Brighton, and Westbourne are within walking distance to the site.
- 3.29** Policy BD39 from the Havant Local Plan recognises that the site is within walking distance to/from Emsworth District Centre. Furthermore, this policy demonstrates that the site is well served by existing alternative transport, as it recognises that a bus route is within 100m of the site and is located adjacent to Emsworth railway station.

3.30 The cycle isochrone demonstrates that the site is within cycling distance of Emsworth, Havant, Hayling Island, Southbourne, and Hambrook. This is presented at [Appendix 7](#).

3.31 The isochrones, existing infrastructure, and the Local Plan demonstrate that the site is suitably located to enable users to access the site via sustainable modes of transport.

Public Transport

Bus Services

3.32 The closest bus stop to the site is Emsworth Station bus stop, located approximately 115m south of the proposed site access. This bus stop is equipped with a timetable, lighting provision, and dropped kerbs. It is served by the 27-bus service between Rowland Castle and Emsworth.

3.33 An additional bus service runs between Portsmouth and Chichester. For Chichester, users will be required to use the Emsworth By-Pass bus stop which is approximately 510m south walking distance from the site. This is equipped with a bus layby, lighting provision, seating, shelter, a timetable, and a bus flag.

3.34 For Portsmouth, users will be required to use The Square bus stop, which is approximately 650m south of the site. This is equipped with lighting provision, a bus flag, seating, and lighting provision.

3.35 A summary of the frequency of the 27 and 700 bus services is presented in Table 3 and a plan illustrating the routes is presented at [Appendix 8](#).

Table 3: Summary of Bus Services

Bus No.	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Freq	First	Last	Freq	First	Last	Freq
27	Rowland Castle – Emsworth	10:00	15:45	4/day	n/a			n/a		
	Emsworth – Rowland Castle	09:05	14:45	4/day	n/a			n/a		
700	Chichester Bus Station – Portsmouth The Hard Interchange	06:00	23:40	3/hr	06:10	23:40	3/hr	06:40	21:10	2/hr
	Chichester Bus Station – Portsmouth The Hard Interchange	05:15	22:25	3/hr	05:55	22:25	3/hr	06:25	20:55	2/hr

Railway Services

3.36 The nearest railway services are from Emsworth railway station, approximately 40m west of the site on North Street / New Brighton Road. This station is equipped with 10 car and 15 cycle parking spaces. Railway services are operated by Southern Railway for destinations such as Brighton, Southampton Central, Portsmouth & Southsea, London Victoria, Littlehampton, and Portsmouth Harbour.

3.37 Table 4 shows the destination, duration and frequency of trains at Emsworth.

Table 4: Summary of Railway Services from Emsworth

Destination	Duration	Frequency
London Victoria	1 hour 47 minutes	1/hour
Portsmouth & Southsea	22 minutes	2/hour
Brighton	1 hour 8 minutes	2/hour
Southampton Central	45 minutes	2/hour
Littlehampton	34 minutes	1/hour
Portsmouth Harbour	22 minutes	1/hour

Summary

3.38 In summary, the application site is located in a highly accessible location for both pedestrians and cyclists accessing the site from local transport facilities.



- 3.39** Policy BD39 recognises that the site is sustainably located, as it is well served by existing alternative transport options. The site is within walking distance of a bus route, Emsworth railway station, and Emsworth District Centre, further highlighting its accessibility.
- 3.40** Bus stops and Emsworth railway station are located within easy walking distance to the site, providing access to frequent bus and rail services from the surrounding area to the site.
- 3.41** It is evident that the application site is located in an accessible area with genuine opportunities for staff and visitors of the site to travel to/from the application site using sustainable modes of transport.

5 The Proposal

- 5.1** This section of the Transport Statement details the development proposals, including the site access, car and cycle parking and servicing arrangements.

Description of Proposal

- 5.2** The proposed development comprises a total of 14 Class E commercial units with a floor area of approximately 2,221.3m² with associated car parking. Two storage yards, equating to a total of 1,098.6m², will be located to the west of the site and along its southern boundary. These will be used for external commercial storage use.

- 5.3** It also seeks to introduce a new access from the eastern side of North Street / New Brighton Road.

Proposed Access

- 5.4** The most recent approved scheme for the site included a veterinary practice and four business units (ref. APP/16/00295) accessed via a signalised T-junction. This signalised junction was initially proposed to accommodate an earlier application for a bus depot and maintenance building (ref. 90/54901/000).

- 5.5** It is believed that the signalised junction was included in subsequent planning applications because it had already been approved by the Local Planning Authority (LPA) and the County Highway Authority (CHA).

- 5.6** However, with reference to Figure 2.3.1 within the Design Manual for Roads and Bridges (DMRB), document CD123 'Geometric design of at-grade priority and signal-controlled junctions' outlines the standards for determining when a priority junction is appropriate.

- 5.7** Guidance is provided on when priority junctions should be used for single carriageway roads which is based on the traffic flows on both the major and minor arm of the junction.

- 5.8** Paragraph 2.4 of CD123 states that “*new priority junctions shall not be sited where they encroach on the visibility requirements of adjacent priority junctions on major roads with:*
- 1. A speed limit of greater than 40 mph; or,*
 - 2. A speed limit of 40 mph or less, where the minor road forms part of a through route”.*
- 5.9** According to a recent speed survey conducted by Bellamy Roberts, the average Annual Daily Traffic (AADT) flows on the major road, North Street / New Brighton Road, is 12,684.
- 5.10** The TRICS data revealed that the site could generate 349 daily two-way movements.
- 5.11** The analysis from the speed survey revealed that the average weekday flows were 13,468 vehicles (two-way).
- 5.12** According to Figure 2.3.1, a simple junction is suitable when traffic on the minor arm does not exceed 300 vehicles and traffic on the major arm remains below 13,000 vehicles. The daily vehicle movements on the major minor arm slightly exceeds the recommended limits for a basic junction based on Figure 2.3.1.
- 5.13** To determine whether the site access has sufficient capacity to accommodate the expected level of traffic generation, its capacity has been assessed using the Junction 9 PICADY software. The assessment will also demonstrate if a signalised crossing is required to serve the site and demonstrate that a simple T-junction is appropriate.
- 5.14** The PICADY report is attached at [Appendix 9](#) and a summary of the results showing the results of the capacity assessment of the site access is provided in Table 5.

Table 5: Summary of Junction Performance

Arm Reference	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Site Access	0.1	9.85	0.03	0.0	9.70	0.05
New Brighton Road	0.2	4.85	0.04	0.0	4.26	0.01

Note: An RFC of 0.85 – 1.0 is considered to be at capacity

- 5.15** Table 5 demonstrates that there is minimal queuing and delay at the site access which indicates that there is clearly no requirement for signals at this junction and that a simple T-junction is suitable to serve the proposal.
- 5.16** A plan showing the proposed vehicle and pedestrian access is presented at [Appendix 10](#). Vehicular access to the scheme will be achieved from the eastern side of North Street / New Brighton Road via a T-junction arrangement. One of the development requirements outlined in Policy BD39 of the Havant Local Plan is that access must be provided from North Street to the satisfaction of the Highway Authority (HA). Policy BD39 notes that one of the site's constraints is the limited potential for access from the B2148 North Street / New Brighton Road.
- 5.17** Two speed surveys demonstrate that the commensurate visibility splays are 2.4m x 47m to the north and 2.4m x 39m to the south in accordance with HCC Technical Guidance Note 3 (TG3). Manual for Streets Table 7.1 states that the bonnet length (2.4m) is not required to be added to the 'y' dimension. To reassure the Highway Authority that this can still be achieved, the bonnet length has been added.
- 5.18** [Appendix 10](#) shows visibility splays show 2.4m x 49m to the north and 2.4m x 42m to the south of the proposed access. This plan shows that these are achievable within the highway boundary.
- 5.19** The existing uncontrolled pedestrian crossing on North Street / New Brighton Road will be relocated approximately 26m north of the existing crossing on North Street / New Brighton Road.
- 5.20** A Stage 1 Road Safety Audit has been carried out and is presented at [Appendix 11](#), together with the Designer's Response.

5.21 All matters have been addressed and are detailed in the Designer's Response.

Servicing

5.22 Swept path analysis has been carried out to ensure a refuse vehicle (11.2m long) can manoeuvre within the site conveniently and safely, and leave in a forward gear, as shown on drawings attached at **Appendix 12**.

5.23 HCC commented on the swept path analysis of a 6.5m long small tipper which showed that it heavily relied on the opposite side of the carriageway to undertake the manoeuvre when turning left into the access and left out of the access. Bellamy Roberts provided a response to demonstrate that this vehicle would not require the use of the opposite side of the carriageway to undertake this manoeuvre. HCC accepted this response.

5.24 Swept path analysis demonstrates that the proposed access and internal layout can accommodate this vehicle, of which can ingress/egress in a forward gear.

Parking Standards

Car Parking Provision

5.25 The relevant standards are detailed in the Havant Borough Council, Parking SPD (July 2016, partially updated September 2019). Car parking dimensions should be 2.4m width x 4.8m length.

5.26 As the end users of the site have not yet been confirmed, applying the conventional standards across the site may not be appropriate.

5.27 The following car parking standards have been considered as they fall within Class E commercial:

Table 6: Car Parking Standards

Land Use	Minimum car parking standard
B1 (a) office	1 space per 30 sqm
B1 (b)(c) high tech/light industry	1 space per 45 sqm
B2 general industrial	1 space per 45 sqm

5.28 As mentioned above, the end users of the site have not yet been confirmed. Land use B1 (b)(c) is considered comparable to the end users. According to this standard, the site should provide a minimum of 50 car parking spaces.

5.29 There is no need to provide dedicated parking for the yard, as it will function solely as a storage area. There are no permanent staff assigned to this location. On occasions when access to the site is required, visitors can park within the yard itself.

5.30 The scheme is proposing a total of 55 car parking spaces in accordance with the LPA minimum car parking standards.

5.31 BREEAM Compliance states that 10% of the total car parking capacity are required to provide Electric Vehicle (EV) charging points with a minimum of 7kW.

5.32 In accordance with BREEAM, the site should provide 6 EV charging points.

Cycle Parking Provision

5.33 Minimum cycle parking standards are provided in the Havant Borough Council, Parking SPD (July 2016, partially updated September 2019). The minimum standards for B1 (b)(c) are:

- Long stay - 1 stand per 250m² GEA
- Short stay - 1 stand per 500m² GEA

5.34 Based on the LPA standards above, the site should provide a minimum of 9 long stay and 5 short stay cycle spaces – a total of 14 cycle spaces.

5.35 In compliance with BREEAM, 1 cycle space should be provided per 10 users. As the end users of the site are unknown, cycle parking has been calculated based on occupant density. 'Generic office area' density has been applied, of which the occupant density calculation is provided below:

- $0.108 \times 2221.3 = 240$
- $240 / 10 = 24$

5.36 Based on the calculation above, the BREEAM compliant number of cycle spaces is 24. It should be noted that BREEAM cycle parking is 'onerous'.

5.37 Four cycle storage units will be distributed across the site with a capacity of 6 bicycles per unit, equivalent to a total of 24 bicycles spaces. This figure complies with BREEAM cycle provision requirements and the minimum LPA standards.

Summary

5.38 The proposed will utilise a new access arrangement to serve the proposed development and staff and visitors of the site.

5.39 It has been demonstrated that commensurate visibility splays can be provided at the proposed site access, in accordance with MfS guidance and within the adopted highway boundary, and the access is located in accordance with Policy BD39 of the Havant Local Plan.

5.40 Swept path analysis has been undertaken of the access and site layout and demonstrated servicing of the site can take place within the site, in accordance with MfS guidance.

5.41 An appropriate level of car and cycling parking will be provided, with reference to the Havant Borough Council, Parking SPD (2016), to accommodate the developments likely staff and visitor parking demand. Cycle parking will be in accordance with the LPA's minimum standards.

6 Traffic Generation

- 6.1** This section of the Transport Statement evaluates the anticipated traffic generation from the proposal and includes a junction capacity assessment to determine the adequacy of the proposed access in handling the expected level of vehicular movements.

Proposed Traffic Generation

- 6.2** The TRICS (7.11.3) database has been interrogated to determine the likely traffic generation from the proposal.
- 6.3** The scheme seeks to introduce 14 Class E commercial units comprising 2,221.3m² and two storage yards comprising 1,098.6m² to be sold and let.
- 6.4** While the end use of the site is unknown, 'industrial estate' is the most appropriate category for the 14 units within the TRICS database as this provides an output from a mix of commercial uses. The storage yards have been categorised as 'warehousing (commercial)' as these will be used for external commercial storage use. The full TRICS output is presented at **Appendix 13**.
- 6.5** A summary of the trip rate and subsequent traffic generation is presented in Table 8.

Table 8: Proposed Traffic Generation

Hours	Trip Rate (per 100m ²)			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
14 Class E Commercial Units (industrial estate – 2,221.3m²)						
Morning Peak 0800-0900	0.751	0.437	1.188	17	9	26
Evening Peak 1700-1800	0.260	0.638	0.898	6	14	20
2 Yards (warehousing (commercial) – 1,098.6m²)						
Morning Peak 0800-0900	0.099	0.066	0.165	1	1	2
Evening Peak 1700-1800	0.044	0.198	0.242	1	2	3
Total AM				18	10	28
Total PM				7	16	23

6.6 Table 8 details that the proposal could generate 28 two-way movements during the morning peak hour period and 23 two-way movements in the evening peak hour period.

6.7 When this traffic is dissipated onto the local highway network, it will be imperceptible to existing users and cannot be deemed as being severe, under the terms set out in the Framework. Such a level of traffic generation is minimal and will be well within daily fluctuations on North Street / New Brighton Road.

6.8 Given the analysis set out above, the traffic associated with the proposal will not have a severe impact on the local highway network and would not result in any material capacity or safety concerns at nearby junctions.

Traffic Distribution

6.9 The proposed development's traffic generation has been distributed utilising the data obtained from the ATC speed survey and traffic counter that was conducted in the vicinity of the proposed access on North Street / New Brighton Road.

6.10 The results from the ATC speed survey indicated the following average flows on North Street / New Brighton Road:

- AM Peak
 - northbound: 513 vehicles
 - southbound: 700 vehicles
- PM Peak
 - northbound: 630 vehicles
 - southbound: 491 vehicles

6.11 This revealed that during the morning peak hour period, 42% of trips were northbound and 58% of trips were southbound.

6.12 During the evening peak hour period, 56% of trips were northbound and 44% of trips were southbound.

6.13 A plan showing the distribution of traffic from the proposal is presented at [Appendix 14](#).

6.14 Table 9 demonstrates the traffic distribution from the application site during the morning and evening peak hour periods using the data from the survey above.

Table 9: Proposed Development Traffic Distribution (2,221.6m²)

	AM Peak Period (0800-0900)						PM Peak Period (1700-1800)					
	Arrivals		Departures		Total		Arrivals		Departures		Total	
Vehicle Trip Generation	18		10		28		7		16		23	
Direction	N	S	N	S	N	S	N	S	N	S	N	S
Distribution	7	11	4	6	11	17	4	3	9	7	13	10

6.15 Table 9 demonstrates that a maximum of 17 two-way movements during the morning peak hour period would pass through the south of North Street / New Brighton Road.

6.16 A maximum of 13 two-way movements during the morning peak hour would pass through the north of North Street / New Brighton Road.

6.17 In addition to the proposed traffic generation from the site, an analysis of the capacity performance at the proposed access in **Section 5** of this report



indicates that the proposal would not severely affect the operation of the existing local highway network.

- 6.18** The traffic distribution from the application site is therefore considered negligible and will not have a serious impact on the operation of the existing local highway network.

7 Summary & Conclusions

- 7.1** Bellamy Roberts has been instructed by PNH properties to prepare a Transport Statement in support of the proposed employment development, with associated access, parking, yards, landscaping and substation.
- 7.2** The site is allocated under Policy BD39 of the Havant Local Plan for around 2,200m² and the relevant site-specific requirements have been addressed in this Transport Statement.
- 7.3** This report has undertaken an analysis of the development site, including transport availability and accessibility in the local area, analysis of expected traffic generation and capacity assessment of the proposed access and New Brighton Road. It has been demonstrated that the site is in a suitable location in line with national and local policies.
- 7.4** Personal Injury Accident data has been obtained from Hampshire Constabulary which has shown there to be no existing safety problem within the vicinity of the proposed site access.
- 7.5** The proposed vehicle access to the site from North Street / New Brighton Road does not prejudice the capacity or flows along the carriageway.
- 7.6** The car parking provision and cycle parking is in accordance with LPA standards.
- 7.7** The traffic generation from the proposal will not have a significant impact on highway capacity or safety. Junction modelling at the proposed access reveals that there is sufficient capacity on the local highway network to accommodate the proposed traffic generation.

Conclusions

- 7.8** It has been demonstrated that:



- There are genuine opportunities for staff and visitors to travel to/from the development site using sustainable modes of transport;
- The access would be safe and suitable to serve all users; and
- The parking provision and road layout reflect current national and local guidance.