

A Planning Application by
PUNCH PARTNERSHIPS (PML)

In respect of
**The Swan Inn,
HAVANT**

Transport Statement

June 2023



Document Management

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Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AC	NH	NH	June 23

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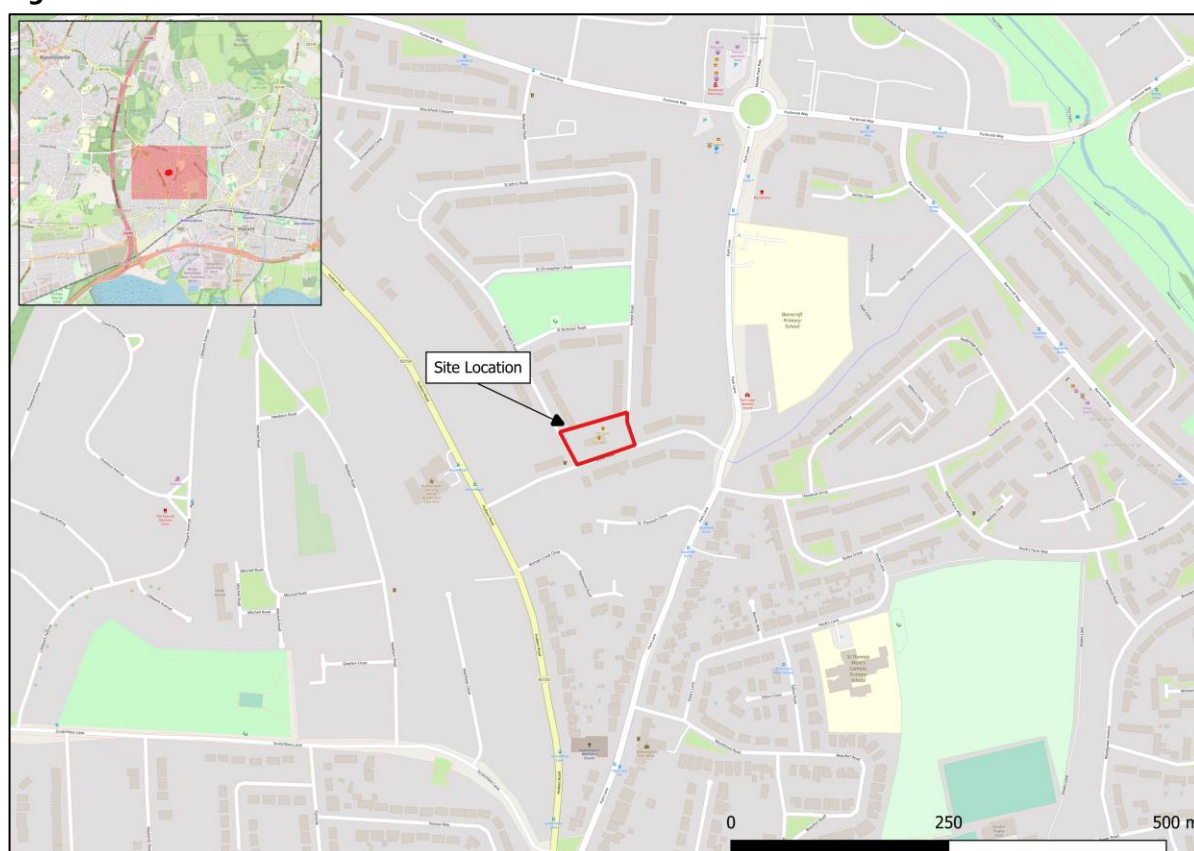
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1 Introduction

- 1.1 Transport Planning Associates (TPA) has been commissioned by Punch Partnerships (PML) to prepare a Transport Statement (TS) to accompany a planning application in relation to the proposed development of three residential dwellings on part of the 24 space public house car park at The Swan Inn, Jessie Road, Bedhampton, Havant (the site). The existing public house would be retained as part of the proposed scheme.
- 1.2 The location of the site and its position within the broader context of Havant is shown in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 The proposed scheme comprises the construction of three terraced houses to the east of The Swan Inn public house (the Site). The public house will be retained with a reduction in the size of the car park.

Planning History

- 1.4 An application was approved (APP/16/00278¹) on the 9th of May, 2016 for the erection of a single two bedroom dwelling. A scheme of similar size was also granted (APP/17/01189²), this application proposed the *'Construction of 3No. 2 bed terraced dwellings with associated accesses, car parking and amenity space following reconfiguration of existing Swan Inn access, car park, minor alterations to the public house and beer garden alterations.'* Since both applications have lapsed.

¹ https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_237639

² https://planningpublicaccess.havant.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=DCAPR_242279

2 Transport Baseline

Site

- 2.1 The site is located at 1 Jessie Road, Bedhampton, Havant. The site is situated to the west of Havant town centre. The site is bound by Jessie Road to the south, while St Michaels Road is directly to the west and Ernest Road to the east. The site is situated in a residential area with terraced and semi-detached properties throughout the local vicinity.
- 2.2 The wider context for the site is provided in **Figure 1.1**, with a local context shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap contributors

Local Amenities

- 2.3 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 *"The walkable neighbourhood"*

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

- 2.4 An alternate reference (the Institution of Highways and Transportation (IHT) publication *"Providing for Journeys on Foot"*) sets out *preferred maximum* walking distance guidelines replicated in **Table 2.1**

Table 2.1 IHT suggested walking distance thresholds

	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred maximum	2,000	1,200

Source: *Providing for Journeys on Foot*, IHT

- 2.5 More recently, CIHT's Planning for Walking (2015) quotes the Department for Transport's (DfT) document *"Building Sustainable Transport into New Developments"* (2008), which states:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"

- 2.6 Based on the evidence above, it is considered that the IHT's *preferred maximum* walking distances are still valid. These have been used to identify the local amenities and services within walking distance of the site as set out below.

Table 2.2 Local Amenities and Services

Description	Distance (m)	Walking time ³ (minutes)
Blossom Health Medical Centre	200	2
YMCA Pre-School Barn Owls	320	4
Barncroft Primary School	400	5
Bedhampton Sub Post Office	480	6
SPAR – Convenience Store	500	6
BP Petrol Filling Station	500	6
St Thomas More's Catholic Primary	550	7
Rowlands Pharmacy Leigh Park	650	8
The Co-operative Food	660	8
Bedhampton Bowling Club	800	9
Scratchface Lane Playground	965	11

- 2.7 As can be seen from Table 2.2 above, the site is located within ready walking distance of a wide range of local services and facilities, the site has an abundance of schools within its catchment area.

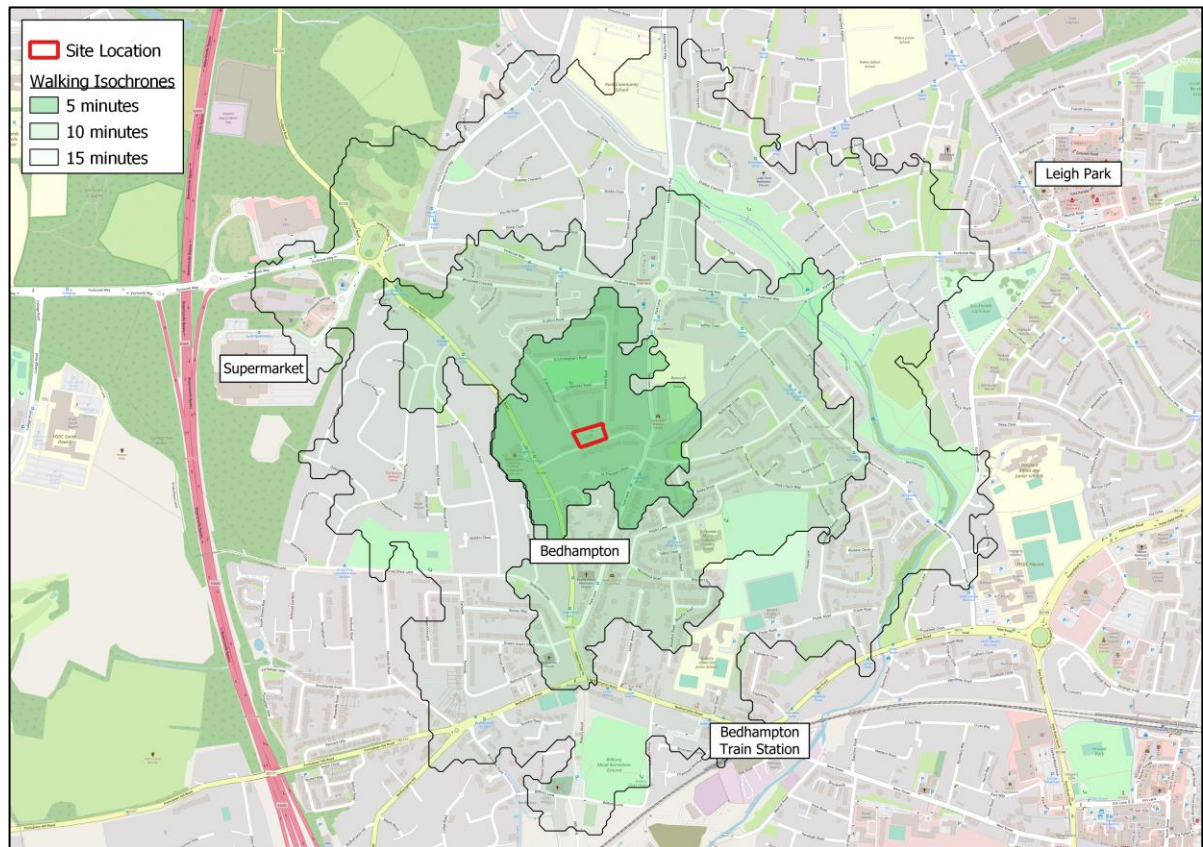
Existing Pedestrian Infrastructure

- 2.8 Footways are provided on both sides of Jessie Road and are generally between 1.5 m and 2.0 m in width. The footways on Jessie Road are in good condition, and the road has street lighting. Ernest Road also has pavements on both sides, and street lighting is present. However, the width of the footways on Ernest Road fluctuate. This is also the case for St. Michael's Road to the west of the site. The footways in the vicinity of the site include dropped kerbs that assist pedestrian activity. No formal crossing facilities are provided within 400 m of the site.

³ Walking times based on a walking speed of 80 m per minute

- 2.9 **Figure 2.2** below shows that the majority of Bedhampton is walkable within 15 minutes while Bedhampton train station, the Asda supermarket and parts of Leigh Park are also accessible within 15 minutes walk.

Figure 2.2 Walking Isochrones



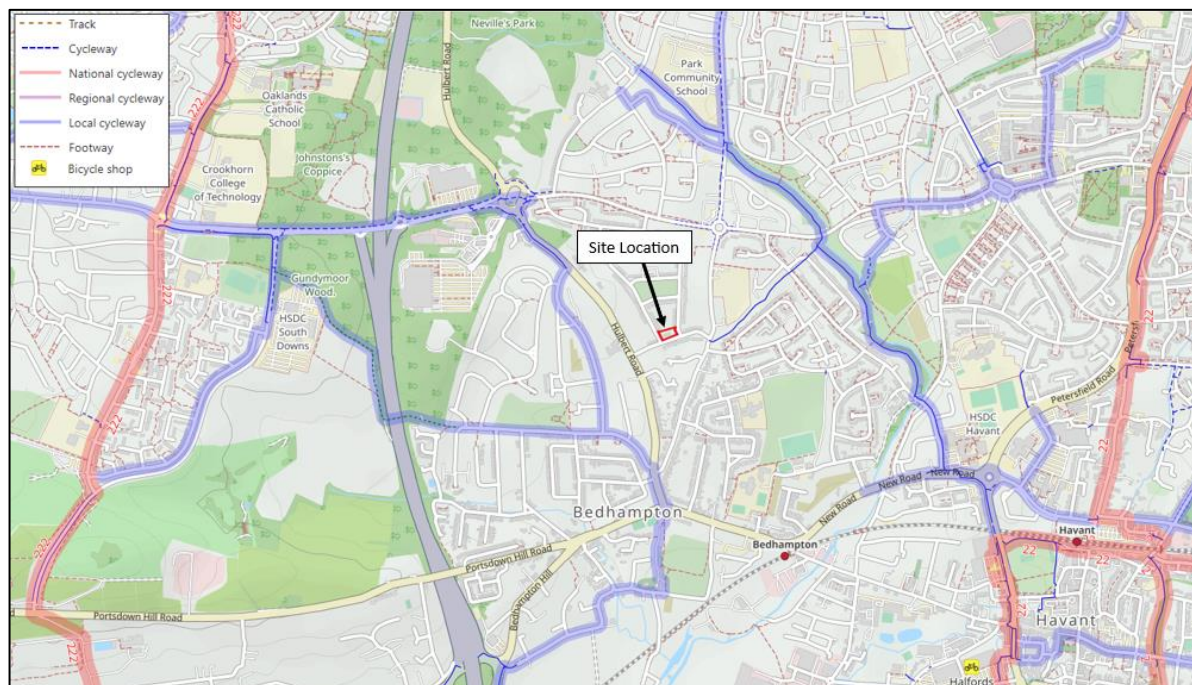
Source: © OpenStreetMap contributors

Existing Cycle Infrastructure

- 2.10 The site benefits from good cycle accessibility. The Havant Borough Council cycle map shows that the site is located near a 'suggested link route' approximately, 100 m east of the site on Park Lane. Approximately 420m north of Park Lane at the Middle Park Way/ Pubbrook Way/ Park Lane roundabout, provision is made for a cycle signalled controlled crossing. The route provides a direct link to the local cycle network around Havant.
- 2.11 National Cycle Network (NCN) Route 22 is located approximately 2 km east of the site. The route links London with Portsmouth, then Brockenhurst via the Isle of Wight. Currently Route 22 is open between Batt's Corner, south of Farnham and Banstead. The route is 64 miles long and is mainly an on-road route. NCN 222 is also near to the site, this route can be found to the west and follows a similar trajectory to NCN 22 but instead connecting Petersfield with Portsmouth through Horndean following the route of the A3 highway.

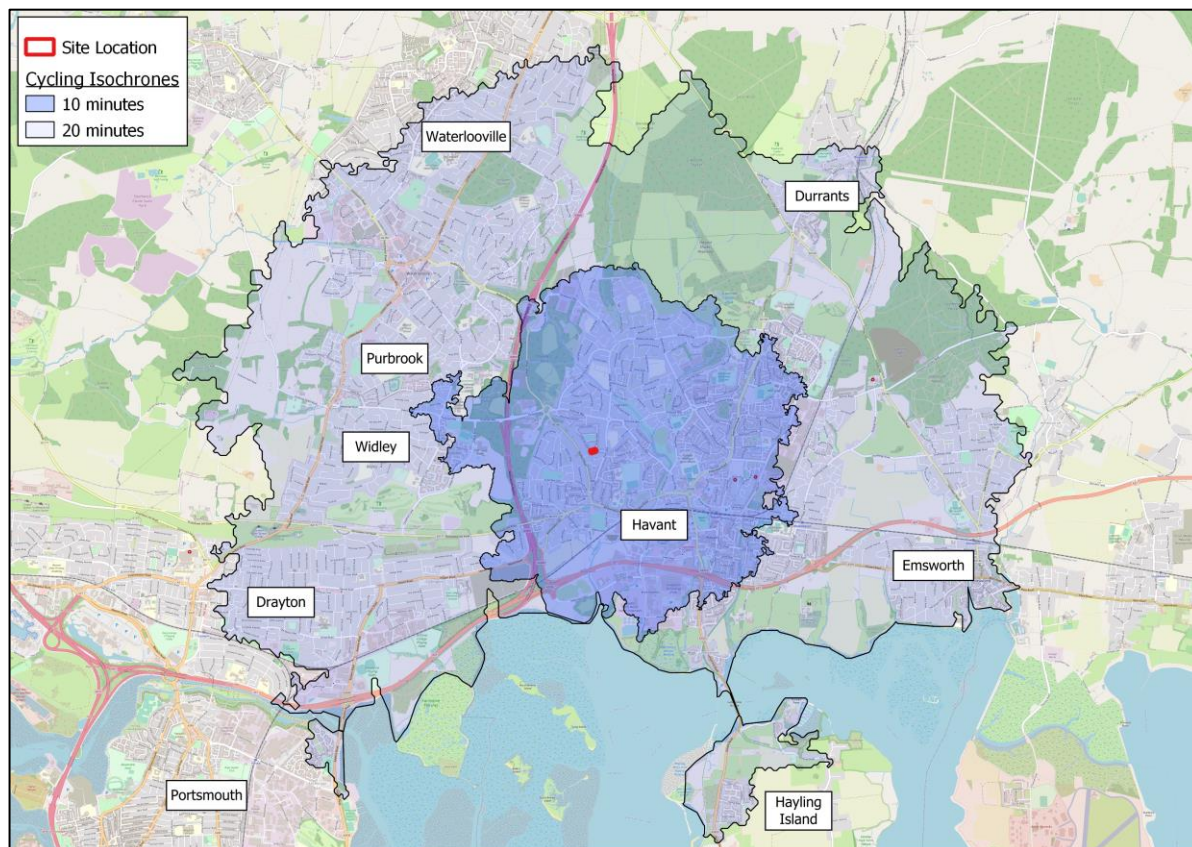
- 2.12 **Figure 2.3** illustrates the existing local cycle infrastructure within the vicinity of the site, with Havant Borough Council Cycle Map included at **Appendix A**.

Figure 2.3 Existing Cycle Infrastructure



Source: © OpenStreetMap contributors

- 2.13 Assessing cycle accessibility from the Site, cycle times of 10 and 20 minutes at an average speed of 15 km/h (equating to 5 km) have also been considered. All of Havant can be covered in 10 minutes by bicycle. Based on this assessment, Drayton, Purbrook, Widley, Waterlooville, Durrants, Emsworth, and Hayling Island be accessed within a 20-minute cycle journey from the Site. This is represented in **Figure 2.4**.

Figure 2.4 Cycling Isochrones

Source: © OpenStreetMap contributors

Public Transport Access

Access by Bus

- 2.14 The closest bus stop to the site is located on the B2140 Hubert Road, approximately 200 metres to the west of the site. Three services run from this stop, which include 654, SD4, and SD5. There are also northbound and southbound bus stops on Park Lane. Bus 21 runs from these stops, which are approximately 250 metres to the east of the site. Additional services can be found on Purbrook Way, which is an 8-minute walk to the north. Services 20, 37, and 621 can be accessed from there. The service summary can be found in **Table 2.3**.

Table 2.3 Bus Route Summary

Route Number	Route	Peak Service Frequency		
		Monday to Friday	Saturday	Sunday
20	Havant - West Leigh - Leigh Park - Cosham - Portsmouth	2/ hour	2/ hour	No Service
21	Havant - Portsmouth	6/ hour	5/ hour	3/ hour
37	Havant - Waterlooville - Clanfield - Petersfield	1/ hour	8/ day	No Service
SD4*	Bishops Waltham - Havant Campus	1 AM/ 1 PM	No Service	No Service
SD5*	Gosport - Elson - Bridgemary - Fareham - South Downs Campus - Havant Campus	2 AM/ 2 PM	No Service	No Service
621*	Havant Bus Station - Portsmouth College	1 AM/ 1 PM	No Service	No Service
654*	Hambledon - Havant Campus	1 AM/ 2 PM	No Service	No Service

Source: www.stagecoachbus.com, www.firstbus.co.uk

Notes: *school service

- 2.15 As can be seen above there is an abundance of bus services in the area which offer frequent services. School services also run within walking distance of the site offering routes to a number of schools and colleges in the local area.

Access by Rail

- 2.16 Bedhampton Railway Station is located approximately 1.1 km south of the site and is served by South Western Railway and Southern Trains. The station provides services to London Waterloo, Portsmouth & Southsea, Brighton, Fratton and Littlehampton. The station is on the West Coastway Line and is managed by the train operating company Southern.
- 2.17 Today it features two platforms, with sheltered waiting areas and step-free access via ramps. There are 20 cycle parking spaces which are covered by CCTV although no car parking is available at the train station.

- 2.18 The station is a 'step-free category B2 station' which means that the station has step-free access to all platforms via a permanent ramp with a gradient of no greater than 1:12. This means that passengers with wheelchairs or mobility impairments can access all platforms without encountering any steps, using a ramp that is safe and easy to navigate.
- 2.19 In addition, Step-free category B2 stations also provide a range of other accessibility features, including tactile paving, accessible toilets, and help points to assist passengers with disabilities or other special needs.
- 2.20 **Table 2.3** provides a brief summary of the frequency of rail services available at Bedhamptom Railway Station.

Table 2.4 Summary of Rail Services

Train Destination	Service Frequency (hourly)	
	Monday - Saturday	Sunday
London Waterloo via Guildford	1	1
Portsmouth and Southsea	2	2
Fratton	2	2
Littlehampton	1	No direct services

Source: National Rail, www.nationalrailenquiries.co.uk

Note: Direct services only

Local Highway Access

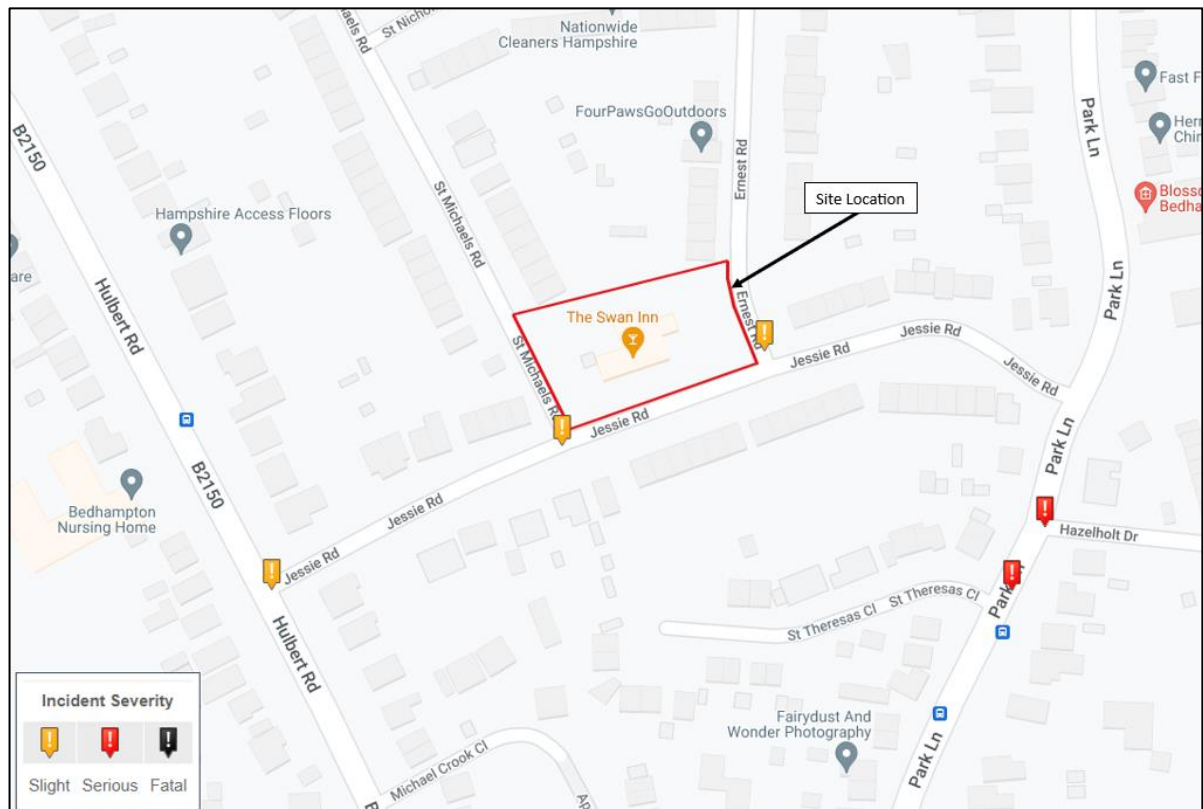
- 2.21 Jessie Road is approximately 5m wide and runs in an east-west direction. The road is residential in nature and is subject to a 30 mph speed limit and is illuminated. Jessie Road leads onto the B2150 Hulbert Road to the west, which provides access to Bedhamptom railway station in the south and the wider road network (the A3M) via the large Purbrook Way roundabout to the north. To the east, Jessie Road provides a link to Park Lane and Havant town centre.
- 2.22 The A3(M) is a motorway runs from Waterlooville in Hampshire to the A27 at Bedhamptom. It is a relatively short motorway, stretching for just over 6.4 km, but it provides an important link between the M27 motorway and the city of Portsmouth.
- 2.23 The A27 also runs close to the site and can be accessed from the A3 (M) and via Havant centre. The A27 runs from Havant in Hampshire to Pevensey in East Sussex. The road is approximately 105 km long and is an important east-west route that connects several major towns and cities in the region.

The road serves several major towns and cities, including Portsmouth, Chichester, Worthing, and Brighton.

Road Safety

- 2.24 A review of the most recently available five-year personal injury collision (PIC) data was undertaken utilising information obtained from the CrashMap web facility. The data obtained for the review, which spanned the 2017-2021 period, is shown in **Figure 2.5**.

Figure 2.5 Personal Injury Collision Data



Source: www.crashmap.co.uk

- 2.25 As can be seen in Figure 2.5 five accidents were recorded within the vicinity of the site. One collision occurred at the Ernest Road/ Jessie Road junction on the south-eastern border, while another PIC took place at the St. Michaels Road/ Jessie Road junction on the southwestern edge of the site. The first incident mentioned happened on May 15, 2019, and involved two vehicles - a car and a pedal cycle. The only casualty recorded was the pedal cyclist. The second slight PIC occurred on December 26, 2018, and involved two vehicles - a goods vehicle and a bicycle. The cyclist was the only casualty.
- 2.26 Another slight PIC occurred at the B2150 Hulbert Road/ Jessie Road junction. The collision involved two cars and two in car casualties on the March 17, 2019. The two serious PICs occurred on Park Lane to the east of the site. The first collision occurred on December 12, 2017, at the Park Lane/ Hazelholt

Drive this PIC involved two vehicles, one of which was a motorcycle causality. The second located to the south at the Park Lane/ St Theresas Close occurred on December 16, 2019. This PIC involved motor car and a pedal cycle, the casualty was recorded at the cyclist.

- 2.27 Given the lack of collision hotspots or clusters, there is no reason to believe that the proposed development would pose a risk to road safety. This would suggest that there is no reason to believe that on safety grounds there is no reason to refuse planning on road safety ground.

Summary

- 2.28 The development site is located to the north west of Havant, a small town in the south-east corner of Hampshire, England between Portsmouth and Chichester. It is located in close proximity to a number of local facilities including schools, nurseries, churches, shops and medical facilities and has access to a bus and rail services which run a short distance from the site in question.

3 National and Local Transport Policy

Overview

3.1 This Chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- National Planning Policy Framework;
- National Planning Practice Guidance;
- Havant Borough Council Core Strategy (2011); and,
- Havant Borough Council, Parking: Supplementary Planning Document (2016).

National Policy and Guidance

National Planning Policy Framework

3.2 The National Planning Policy Framework (NPPF), which has been the subject of two updates in 2019, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced.

3.3 NPPF describes a sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport." (annex 2, p. 72)

3.4 With regards to achieving sustainability, the document states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)

3.5 When considering development proposals, the NPPF notes that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*

- *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.” (para 108)*

3.6 Finally, with regards to considering development proposals, it states that:

“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” (para 109)

Local Planning Policy and Guidance

Havant Borough Council Core Strategy (2011)

3.7 Havant Borough Council is working with the local community and its partners to produce the Havant Borough Local Development Framework (HBLDF). The HBLDF will guide the future development of the borough up to 2026. This will affect everyone who lives, works or visits the borough.

3.8 Within Policy DM11 the council aims to promote sustainable travel modes and non-motorised modes by implementing various measures. These include securing interventions that promote integrated travel and access by non-motorised modes, providing safe and secure vehicular and cycle parking facilities, improving public and community transport infrastructure, reducing informal parking around the development area, and designing new developments with safe and permeable layouts that encourage short distance trips by walking, cycling, and public transport.

3.9 In relation to development impacts on travel, Policy DM12: Mitigating the Impacts of Travel states that:

“Developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

- *1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- *2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- *3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.*

- 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
- 5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals."

3.10 The policy DM13 states that residential development can only be approved if it includes car parking and cycle storage facilities that meet the standards outlined in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Council, Parking: Supplementary Planning Document (2016)

3.11 This document sets out Havant Borough Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document. It replaces the Havant Borough Residential Parking and Cycle Provision Supplementary Planning Document (SPD) was adopted 27 July 2016, with section 3 being updated on 25 September 2019.

3.12 All the Borough's parking standards are now detailed within the new SPD, which is a supplement to Policies DM13 (Car and Cycle Parking on Residential Development) and DM14 (Car and Cycle Parking on Development (excluding residential) of the Local Plan (Core Strategy).

3.13 **Table 3.1** sets out the relevant parking standards for this proposed development. It should be noted that the standards set are minimum standards, however it is acknowledged at section 3 of the SPD that reductions in provision, below the minimums, are acceptable where suitable non car accessibility is available.

Table 3.1 Parking Standards

Land Use	Size of Dwellings	Minimum Car Parking Requirement	Cycle Standards Long Stay	Cycle Standards Short Stay
C3: Residential	1 Bed Unit	1 space	1 space per unit	N/A
	2 Bed Unit	2 spaces	2 spaces per unit	
	3 Bed Unit	2 spaces	2 spaces per unit	
	4+ Bed Unit	3 spaces	2 spaces per unit	
A4: Eating and Drinking Establishments		1 space per 5 m ² dining area/bar area/dance floor	1 space per 40 m ² GEA	1 stand per 20 m ² GEA

Source: Havant Borough Council, SPD 2016

Summary

- 3.14 The review of policy at national and local level has shown a consistency in policy objectives to ensure that new developments comply with a set of parking standards. This development meets the minimum cycle and car parking requirements for residential developments (land use C3).

4 Development Proposed

Proposed Development

- 4.1 The proposed development comprises the retention of the existing public house and the construction of three, two bed houses on the eastern side of the public house car park. The proposed site layout is provided as **Appendix B**.

Vehicle, Pedestrian and Cycle Access

- 4.2 The proposed scheme includes a rationalisation of the site access arrangements to the pub car park, retaining only the access at the south western corner of the site. Pedestrian access to the public house will also be taken from Jessie Road/ St Michaels Road junction in the south western corner of the site.
- 4.3 There will be a new vehicle access for the residential dwellings on Jessie Road and another on Ernest Road. Visibility splays for the new accesses can be found in **Appendix C**, indicating that the access arrangements would benefit from visibility splays in accordance with Manual for Streets guidance.

Car Parking

- 4.4 The proposed parking provision of six spaces (two per dwelling) for the residential development is in accordance with Havant Borough Council parking guidance, as set out in **Chapter 3** of this report.
- 4.5 Two spaces will be provided for each residential dwelling, four will be provide via a proposed access onto Jessie Road and another two will be provided via a new access from Ernest Road.
- 4.6 A total of 24 car parking spaces are currently provided on site. 14 parking spaces will be provided for public house. This is considered by the landlord to be adequate to accommodate normal levels of parking demand.

Deliveries, Refuse Storage and Collection

- 4.7 Deliveries to the public house will continue to use the pub car park. A swept path plot showing the path of a 10 m long brewer's dray entering and leaving the site is shown at **Appendix D**. It is anticipated that the existing refuse collection arrangements for the public house would also continue unchanged.

- 4.8 Refuse collections for the new dwellings will be from the public highway. Provision for the storage of domestic waste arising will be provided as part of the proposed development and bins will be brought to the kerbside on refuse collection days.

5 Traffic Impact

- 5.1 To determine the predicted traffic generation resulting from the proposed residential development, reference has been made to the TRICS database (v 7.10.1).
- 5.2 The TRICS database is a tool used in the UK for assessing the transportation impact of new developments. It stands for "Transport Research and Information Computer System" and provides data on trip generation, distribution, and mode choice for various types of developments, such as residential, retail, and office. The TRICS database helps planners and developers to make informed decisions about transportation infrastructure and to ensure that new developments are sustainable and do not have an adverse impact on the local road network.

Proposed Traffic Generation

- 5.3 To determine the likely traffic generation for the proposed development, the following criteria were used to find similar sites within the TRICS database:
- Land Use: 03 – Residential;
 - Sub Land Use: A – House Privately Owned;
 - Vehicle trip rates;
 - Located in South East and South West
 - Weekday surveys only;
 - Trip rate parameter: Number of Dwellings, 6 - 30;
 - Data from 01/01/15 onwards; and,
 - Located within 'Suburban Area,' 'Edge of Town,' and 'Residential Centre.'
- 5.4 The TRICS database yielded a total of eight sites. The resulting trip rates for the sites mentioned above have been calculated by the proposed number of dwellings. The resulting trip rates and derived flows are summarised in **Table 5.1** and the TRICS output is reproduced at **Appendix E**.

Table 5.1 Trip Generation expected by the Proposed Residential Development

Time	Based on Proposed Number of Dwellings (3)					
	Arrivals		Departures		Two Way Total	
	Trip rate	Flow	Trip rate	Flow	Trip rate	Flow
08:00 – 09:00	0.326	1	0.465	1	0.791	2
17:00 – 18:00	0.403	1	0.236	1	0.639	2
07:00 – 19:00	2.896	9	2.936	9	5.832	18

Source: TRICS v.7.10.1

- 5.5 As indicated in **Table 5.1** , the proposed scheme is predicted to generate AM and PM peak hour two way flows of two vehicles. As such, the proposed scheme will have negligible impact on the surrounding highway network.

6 Summary and Conclusions

Summary

- 6.1 Transport Planning Associates has been commissioned by Punch Partnerships (PML) to prepare a Transport Statement to accompany a planning application in relation to the retention of the existing public house and the construction of three residential dwellings on part of the public house car park at The Swan Inn, Jessie Road, Bedhampton.
- 6.2 The site is situated towards the north west of Havant Town Centre and close to the border of Leigh Park. The site is bound by Jessie Road to the south, Ernest Road to the east and St Michaels Road to the west.
- 6.3 The development proposals consist of the retention of the existing public house and the construction of three, two bed houses with associated car and cycle parking. The existing accesses at the site will be modified and the kerbs will be reinstated at the junction corner of Jessie Road/ Ernest Road and Jessie Road and St Michaels Road. The public house access will be from Jessie Road/ St Michaels Road while the new access for the dwelling will be from Jessie Road and Ernest Road.
- 6.4 This development meets the minimum cycle parking requirements for residential developments (land use C3).
- 6.5 14 parking spaces will be provided for public house. This is considered by the landlord to be adequate to accommodate normal levels of parking demand.
- 6.6 The predicted traffic generation associated with the proposed residential scheme will have negligible impact on the local highway network.

Conclusions

- 6.7 The site is located in an urban area with a moderate level of access to public transport. The proposed retention of the public house and the residential development will not have a discernible impact on the local highway network. As such it is considered that there are no transport and highways reasons for refusing the planning application.

Drawings

Figures

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