

11 December, 2020
DMM/AJB/D.072

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Dear Mr Chahal

Land Between 26 and 32 Padnell Road, Cowplain:
Transport Statement

Introduction

D M Mason Engineering Consultants is instructed by D & K Contracting Services to prepare a Transport Statement in support of the planning application for the development on land between 26 and 32 Padnell Road, Cowplain.

The Application Site

The application site is land between 26 and 32 Padnell Road, Cowplain. The land lies on the south side of Padnell Road, Cowplain. The red line plan shows the extent of the site.

Access by Means Other Than the Private Car

There are footways on all roads around the site.

The site is approximately 350 metres from Cowplain shops. The shops include a Co-op store including Post Office, a Lidl store, take-away and eat-in food shops and restaurants, other specialist shops and a pharmacy. There are churches close to the site.

Cowplain Family Practice surgery and pharmacy is opposite Cowplain shops.

Padnell Infants School is off Padnell Avenue some 450 metres from the site. Padnell Junior School is off Padnell Road some 400 metres from the site. Cowplain Community School is on Hart Avenue some 1.1 kilometres from the site.

Cowplain Activity Centre is off Padnell Road some 400 metres from the site. Cowplain Day Nursery is in the Centre.

There are various cycle facilities on the A3 London Road between Portsmouth and Horndean.

Bus route 37 runs on Padnell Road passing the site. The route runs between Havant bus station and Petersfield railway station via Crookhorn Precinct, Waterloo Precinct, Horndean Precinct and Tesco, Petersfield. The service is hourly from 06.00 to 18.45 northbound and 07.15 to 19.15 southbound on weekdays. The Saturday service is every 1½ hours.

Bus route 8star runs on the A3 London Road approximately 300 metres from the site. The route runs between The Hard, Portsmouth and Clanfield Drift Road via Hilsea, Queen Alexandra Hospital, Waterloo Precinct and Horndean Precinct. The service is every 15 minutes from 05.25 to 00.10 northbound and 05.20 to 23.30 southbound on weekdays. The Saturday and Sunday services are every 20 minutes.

The site is in a very sustainable location.

The Local Highway Network

Padnell Road runs from the A3 London Road to the west of the site to Cherry Tree Avenue to the east of the site. It is a frontage development residential road with streets serving substantial residential development off it. Adjacent to the site it has a carriageway width of 6.7 metres with footways of 2.0 metres on each side.

Padnell Road has a traffic signal controlled junction with the A3 London Road. The signals include pedestrian facilities across Padnell Road and London Road south of Padnell Road.

The A3 London Road runs between London to the north and Portsmouth to the south. Adjacent to Padnell Road it is a single carriageway road and has variable width footways on both sides. A bus lane runs along parts of London Road north and south of the site. There are various on-carriageway and off-carriageway cycle facilities along London Road between Horndean to the north and Portsmouth to the south.

The A3(M) is accessible from the A3 London Road by the B2149 north of the site and the B2150 south of the site.

Collision Data

Collision data has been obtained from Hampshire constabulary. The study area was Padnell Road from immediately east of Cherry Tree Avenue to the A3 London Road including the junction with London Road. The data covers the five years from 1 September, 2015 to 31 August, 2020. During the study period there were three collisions causing one serious and two slight injuries.

A car southbound passed a pedalcyclist on London Road and then turned left into Padnell Road across the path of the pedalcycle. A serious injury was caused in the collision.

A car turned right out of Padnell Road on a green light but then struck a traffic signal pole. A slight injury was caused. It is suggested in the Police report that the driver may have passed out.

A van northbound on London Road turned left into the frontage car park of a shop. The van struck a pedalcycle travelling northbound on the footway. The footway is not a cycle facility across the shop frontage.

There is no pattern of collisions which requires remedial action.

The Proposed Development

The proposed development is shown on drawing 2020/02 prepared by ACA Architectural Design Ltd. The proposal comprises the provision of two 2-bed and four 1-bed flats served by eight cycle parking spaces and six car parking spaces.

The proposed development is served off Padnell Road ad through a 4.8 metre wide access to allow cars to pass in the access.

The Proposed Development Trip Generation

The TRICS database has been interrogated for flatted developments of between six and 12 units. The TRICS database gives the following trip rates for the network peak periods:-

Trip rates	Arrivals	Departures	Total
AM Peak	0.022	0.130	0.152
PM Peak	0.283	0.239	0.522
Daily	1.001	1.041	2.042

The TRICS data above gives the following trip generation for six flats:-

6 flats	Arrivals	Departures	Total
AM Peak	0	1	1
PM Peak	2	1	3
Daily	6	6	12

The trip generation from the proposed development is modest and will be imperceptible to other road users.

The Proposed Development Parking Provision

The proposed development provides eight cycle parking spaces and six car parking spaces.

The Havant Borough Local Plan Parking Supplementary Planning Document (SPD) dated July, 2016 gives cycle parking and minimum car parking standards for development.

The SPD gives the following cycle parking standards in Table 4D:-

	Standard	Provision
1-bed Unit	1	4
2-bed Unit	2	4
Total		8

The proposed development provides eight cycle parking spaces within the building lobby area. The cycle parking spaces are secure and undercover. Cycle parking meets the SPD standard.

The SPD gives car parking standards for allocated parking in Table 4A and unallocated parking in Table 4B. Both standards are minima. The standards and minimum provision for the proposed development are:-

	Allocated Parking		Unallocated Parking	
	Standard	Minimum Provision	Standard	Minimum Provision
1-bed Unit	1	4	0.9	3.6
2-bed Unit	2	4	1.3	2.6
Total		8		6.2

The parking standard for allocated spaces has the following note:-

‘1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.’

The parking standard for unallocated spaces has the following note:-

‘1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. In larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place.’

The proposed development comprises six small flatted units and is a small residential development. The addition of 20% visitor parking is not appropriate for the site.

The proposed development provides six unallocated car parking spaces. The car parking provision is very slightly below the standard. The proposed development provides eight cycle parking spaces meeting the standard.

Parking Survey

A pre-application enquiry for the site was made with Havant Borough Council. A highways response to that enquiry stated:-

‘The Council's Car parking SPD draws a distinction between allocated and unallocated parking in tables 4A and 4B, it is noted in our submission that you are proposing unallocated parking, with no visitor provision for car parking. If the development were to provide allocate parking then this proposal would be 1 car parking space short. Given the context of the site, which is in close proximity to schools and nurseries and that there is known pressure for on street car parking, it is concerning that this development could result in further pressure for on street parking.’

In response to this pre-application enquiry, the parking situation around the site was tested.

The area around the site is generally detached or semi-detached dwellings in gardens. There are few if any dwellings without on-plot parking. Most dwellings have on-plot parking for two or more vehicles. Whilst these parking spaces are served by dropped kerbs, there are ample spaces between dropped kerbs for on-street parking.

There may be parking demand for Padnell Junior School trips. However, the school is served by parking for the Cowplain Activity Centre. Additionally, there are parking restrictions on Padnell Road covering the start and end of the school day which limits parking adjacent to the school entrance road. It is unlikely that peak parking demand on the proposed development will coincide with the start and end of the school day.

The area around the site is largely residential. It is therefore probable that the peak parking demand is overnight. This Transport Statement was prepared whilst Cowplain was in a Tier 2 High Alert regime to protect against the spread of Covid 19. During this time, only hospitality venues serving a substantial meal could serve alcohol. Wet public houses, other hospitality and entertainment venues were generally closed. There was therefore a reduced incidence of residents being away from their house during evening periods.

A parking survey of roads around the site was undertaken after 22.00 in the late evening of Sunday 6 December, 2020. The survey was repeated at the same time on Wednesday 9 December, 2020. The survey extended to 250 metres from the site. Details of the parking survey are given on drawings D.072/2 and 3 attached to this Statement.

The survey showed that there are 17 on-street parking spaces available within the survey area.

The survey showed that there was single occupied on-street parking space within the survey area on the night of Sunday 6 December, 2020. The survey showed that there was a single occupied on-street parking space on the night of Wednesday 9 December, 2020.

There were 16 on-street parking spaces available on both survey days. There is ample on-street parking available for residents of the proposed development if that is necessary.

Summary

D M Mason Engineering Consultants is instructed by D & K Contracting Services to prepare a Transport Statement in support of the planning application for the development on land between 26 and 32 Padnell Road, Cowplain. The land lies on the south side of Padnell Road, Cowplain.

The site is a very sustainable location.

Padnell Road runs from the A3 London Road to the west of the site to Cherry Tree Avenue to the east of the site. It is a frontage development residential road with streets serving substantial residential development off it. Padnell Road has a traffic signal controlled junction with the A3 London Road. The signals include pedestrian facilities across Padnell Road and London Road south of Padnell Road.

Collision data has been obtained from Hampshire constabulary. The data covers the five years. There is no pattern of collisions which requires remedial action.

The proposed development comprises the provision of two 2-bed and four 1-bed flats. The proposed redevelopment is served off Padnell Road through a 4.8 metre wide access to allow cars to pass in the access. The proposed development provides eight cycle parking spaces and six car parking spaces.

The TRICS database has been interrogated for flatted developments. The TRICS data shows that the development generates a maximum of three movements in the evening peak period. The trip generation from the proposed development is modest and will be imperceptible to other road users.

The proposed development provides six unallocated car parking spaces. The car parking provision is very slightly below the standard. The proposed development provides eight cycle parking spaces meeting the standard.

A parking survey of roads around the site was undertaken after 22.00 the late evening of Sunday 6 December, 2020. The survey was repeated on Wednesday 9 December, 2020. The survey showed that there were 16 available on-street parking space adjacent to the site. The survey showed that there is ample on-street park available adjacent to the site.

The site is suitable for the proposed development. There is no highway reason for refusal of the proposed development.

Yours sincerely



David Mason

for

D M Mason

Engineering Consultants Ltd