

RIDGE

PROPERTY & CONSTRUCTION CONSULTANTS

TRANSPORT STATEMENT - JLL, END OF LIFE SERVICE

Prepared for

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Ken Dudley
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1. INTRODUCTION

1.1 Overview

1.1.1. Ridge and Partners LLP has been commissioned by Jones Lang LaSalle (JLL) on behalf of Southern Co-operative to produce a Transport Statement to assess the transport and highway implications that may arise from the relocation of an End of Life Service from 224 Dunsbury Way to 194-196 Dunsbury Way.

1.1.2. The proposed development site is located off Dunsbury Way, approximately 2.7km east of Junction 4 (Havant) of the A3 (M). Figure 1 provides an indicative location of the site. The site boundary for the development is shown in Figure 1 below.



Figure 1. Site Location. (Source: OS Open Data)

1.1.3. This Transport Statement is structured as follows:

- Chapter 2 provides a summary of the relevant policies from the NPPF and the Hampshire Local Transport Plan (2011-2031) in relation to the proposed development.
- Chapter 3 summaries the baseline highway network and public transport conditions surrounding the site and undertakes an overview of traffic collision data obtained from CrashMap
- Chapter 4 provides an outline of the proposed development, discussing access, parking arrangements and the impact of the development on the local highway network
- Chapter 5 presents the summary and conclusions of the Transport Statement

1.1.4. An Architects layout drawing for the proposed development is included as Appendix A.

2. PLANNING POLICY

2.1 National Planning Policy Framework

2.1.1. The National Planning Policy Framework (NPPF) was published by the Department for Communities and Local Government in March 2012 to replace National Planning Policy Guidance Notes and Planning Policy Statements.

2.1.2. The document states the need to promote sustainable transport with the requirement that local planning authorities should support a pattern of development which facilitates the use of sustainable modes of transport. However, it is also recognised that opportunities for using sustainable modes vary in different locations.

2.1.3. Also indicated is that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

2.1.4. Lastly the NPPF writes that local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user.

2.1.5. The proposed development will not generate a significant number of movements. The site can be considered sustainable, with very good links to local bus services, good pedestrian links, and a number of facilities and amenities located within walking and cycling distance of the site.

2.2 Hampshire Local Transport Plan (2011-2031)

2.2.1. Hampshire County Council's Local Plan was formally approved by the Council in February 2011. Part A of the Strategy deals with the long-term plan up to 2031.

2.2.2. A main priority set out within the Plan is to "manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, thereby supporting the efficient and sustainable movement of people and goods".

2.2.3. Policy objectives arising from this main priority include supporting targeted investment in park and ride to provide an efficient and environmentally sustainable alternative means to access town centres, promoting the installation of new transport technologies, working with bus and coach operators to reduce dependence on private car journeys and investing in sustainable transport measures including walking and cycling infrastructure. Investment in the latter will primarily be focussed on urban areas, where it has the potential to provide a healthy alternative to the car for local short journeys to work, local services and schools at relatively low cost.

2.3 Havant Borough Council Core Strategy (2011-2026)

2.3.1. The Havant Borough Core Strategy: Local Development Framework was prepared in conjunction with the Havant Borough Local Development Plan (2011).

2.3.2. A main priority set out within the Plan is to “not increase congestion and promote better use of existing networks”. Accompanied with the generalised improvement of public transport and connectivity around the Borough, the Plan ensures developments consider relevant and appropriate accessibility arrangements as well as parking and sustainable travel facilities.

2.3.3. Policy objectives arising from this main priority include supporting environmentally sustainable alternative means over private car use, working to improve the quality and ease of access of public transport and investing in sustainable transport measures including walking and cycling infrastructure.

3. BASELINE CONDITIONS

3.1 Overview

3.1.1. The proposed development site is located off Dunsbury Way, Havant. The site is bounded by Oakleigh Family Centre to the north, commercial units to the east, Leigh Park Community Centre to the south and residential properties to the west. Dunsbury Way is a residential distributor road providing access to a number of local residential roads and is subject to a 20mph speed restriction. Traffic calming facilities in the form of speed humps are in place along Dunsbury Way (Refer Photo 1) as well as footways and lighting on both sides of the road for the length of the carriageway. There is a frontal access to the proposed location from Dunsbury Way similar to other properties along this road.



Photo 1 Dunsbury Way (Proposed Location)

3.1.2. In terms of the wider highway network Dunsbury Way links to B2149 approximately 1km to the south of the site, which in turn provides access to the A27 and A3(M). To the south the A27 links to the M27, Portsmouth and east to Chichester approximately 5.5km from the site, whilst in the north links to the A3(M) approximately 6.5km from the development.

3.2 Public Transport – Bus

3.2.1. The site is situated within close proximity to several bus stops. The closest stops that serves the site is on Dunsbury Way opposite Park Parade, approximately 88m from the centre of the development. The site is also located within similar proximity to bus stops on Purbrook Way.

3.2.2. There are continuous footways present between the proposed development and the bus stops, ensuring connective public transport infrastructure. A summary of the bus services operating from these stops is presented in Table 1 below.

Bus Stop	Service	Route	Approximate Frequency	Bus Operator
Dunsbury Way - SB	20	Havant - Portsmouth	3 per hour	Stagecoach
	21	Havant – Portsmouth via Havant Road	3 per hour	Stagecoach
	23	Leigh Park - Southsea	6 per hour	Stagecoach
	27	Rowlands Castle - Emsworth	5 per day	First
	28A	Horndean - Southbourne	School Service	Emsworth and District
	621	Havant Bus Station – Portsmouth College	School Service	Stagecoach South
Dunsbury Way - NB	20	Portsmouth – Havant	3 per hour	Stagecoach
	21	Portsmouth – Havant via Havant Road	3 per hour	Stagecoach
	23	Southsea – Leigh Park	6 per hour	Stagecoach
	27	Emsworth – Rowlands Castle	5 per day	First
	28A	Southbourne - Horndean	School Service	Emsworth and District
	621	Portsmouth College – Havant Bus Station	School Service	Stagecoach South
Bramdean Drive - EB	39	Wecock Farm - Havant	5 per hour	Stagecoach
	641	Southbourne – Oaklands School	School Service	Emsworth and District
Bramdean Drive - WB	39	Havant – Wecock Farm	5 per hour	Stagecoach
	641	Oaklands School - Southbourne	School Service	Emsworth and District

Table 1. Bus stops within proximity of the proposed development.

3.3 Public Transport – Rail

3.3.1. The development site is located within close proximity of three rail stations; Bedhampton, Havant and Warblington approximately 2.6km, 2.8km and 3.2km from the site respectively.

3.3.2. Bedhampton rail station runs frequent services to/from Portsmouth & Southsea, Littlehampton and London Waterloo. There are secure cycle parking facilities available for 20 bicycles that are covered by CCTV. Havant rail station runs frequent services to/from Portsmouth, Southampton, London Victoria and London Waterloo. There are secure cycle parking facilities available for 92 bicycles. Warblington rail station runs hourly services to/from Portsmouth & Southsea and Littlehampton. The station offers 30 secure cycle parking stands.

3.3.3. There are continuous footways and crossings present between the proposed development and the rail stations, enabling good connectivity to rail transport infrastructure.

3.4 Walking & Cycling

3.4.1. There are footways and street lighting present on all roads within the vicinity of the site and to the bus stops mentioned previously, which enables connective public transport between the site and a number of locations.

3.4.2. The development is situated approximately 1.0km west of National Cycle Network Route 22. Though this route is under construction the section between Bordon and Portsmouth is already open. This is a 64-mile route mainly on road which will connect Banstead and Brockenhurst via Dorking, Guildford, Petersfield, Havant, Portsmouth and the Isle of Wight.

3.5 Site Sustainability

3.5.1. The development site is located within reasonable walking and cycling proximity to several public transport and supermarket/food outlets, therefore potentially minimising traffic generation to/from these places by workers at the proposed development. The approximate walking/cycling distances between these amenities and the centre of the proposed development is summarised within Table 2 below.

Name	Distance (m)	1km walking ¹	4km cycling ²
Public Transport			
Park Parade Bus Stops	88	✓	✓
Havant Train Station	1931	×	✓
Retail			
Tesco Metro	322	✓	✓
Lidl	483	✓	✓
The Meridian Centre	1609	×	✓
Healthcare			
Park Lane Medical Centre	1448	×	✓
Rowlands Pharmacy	1770	×	✓

Table 2. Distance from the proposed development and local amenities.

¹Guidelines for Providing Journeys on Foot, IHT 2000

²LTN 1/04 Policy, Planning and Design for Walking and Cycling

3.6 Traffic Collision Data

3.6.1. Traffic Collision Data for the highway network within the vicinity of the development has been obtained from CrashMap for the latest 5-year period available (2013-2017). The red line site boundary and the data obtained from CrashMap is displayed in the figure overleaf.

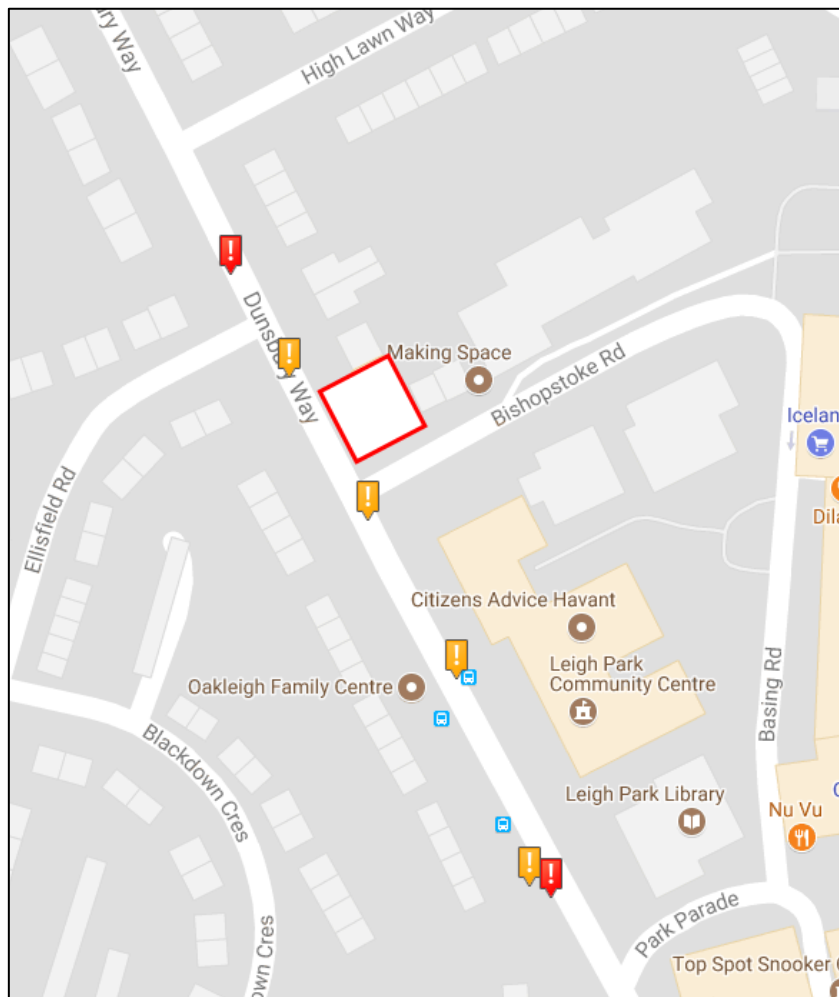


Figure 2. Traffic Collision Data for highway network within the vicinity of the site (Source: Crash Map).

3.6.2. Of the 6 accidents that occurred within the study period 4 were classified as being slight with 2 classified as being serious. No fatal accidents occurred within the study period. Based on the above analysis the data presented does not suggest that there are any operational safety issues with the highway network immediately local to the site.

4. PROPOSED DEVELOPMENT

4.1 Overview

4.1.1. The End of Life Service is currently located at 224 Dunsbury Way with frontal access out onto the main road. The proposed relocation site for the End of Life Service is at 194-196 Dunsbury Way which currently consists of 2 properties previously used as a family centre.

4.1 Access

4.1.1. Frontal accesses to the development will utilise the existing and proposed drop kerb access from Dunsbury Way and Bishopstoke Road similar to other properties along these roads. An AutoCAD tracking analysis has been undertaken to illustrate that vehicles can enter the site, manoeuvre into bay parking/servicing areas and exit the proposed development safely as illustrated in Drawing 18-XXX-201 (Refer Appendix A).

4.2 Parking Provision

4.2.1. The existing business had five parking spaces. Parking provisions as set out by Havant Borough Council along with the required and provided numbers for the proposed site use (A1, Shops (non-food retail and general retail)) is tabulated below in Table 3. From the table it is apparent that the parking provision for the site is within the required standard.

Category	Standard	Required	Provision
Car	1/20sqm covered area 1/30sqm uncovered area	9	10
	Disabled 5%	1	1
Cycle (Min)	Long Stay: Greater of 1/6 staff or 1/300 GEA*	1	1
	Short Stay: 1/200 GEA*	2	2

Table 3. Parking Standards and Provision.

* For both covered and uncovered area

Source (Havant Borough Council, Supplementary Planning Document July 2016)

4.2.2. The extra car parking space has been allocated to the 2-bed flat in the first floor. Due to the sustainable location of the site, the standard 1 space/2 bed unit for a city centre location has been used for the proposed redevelopment.

4.3 Traffic Impact

4.3.1. No trip rates have been calculated or estimated as the development is re-location of a present business with similar capacities to approximately 180m down the road. It has therefore been presumed that there will be no additional trips generated by the proposed development and hence will not have any impact on the local highway network.

5. SUMMARY AND CONCLUSIONS

5.1 Summary

5.1.1. Ridge and Partners LLP has been commissioned by Jones Lang LaSalle (JLL) on behalf of Southern Co-operative to produce a Transport Statement to assess the transport and highway implications that may arise from the relocation of a End of Life Service from 224 Dunsbury Way to 194-196 Dunsbury Way.

5.1.2. The proposed development site is located off Dunsbury Way, Havant. The site is bounded is by Oakleigh Family Centre to the north, commercial units to the east, Leigh Park Community Centre to the south and residential properties to the west. The site is served by footways and streetlighting along Dunsbury Way.

5.1.3. A review of the sustainability of the site showed that the proposed development is located within good proximity to several public transport services, train stations and other amenities.

5.1.4. Access to the development will utilise a drop kerbs access from Dunsbury Way and Bishopstoke Road similar to other properties along these roads. AutoCAD tracking showed that vehicles can enter the site, manoeuvre into bay parking/servicing areas and exit the proposed development safely.

5.1.5. A review of traffic collision data for the most recent 5-year period within the vicinity of the site was undertaken using CrashMap, and it was determined that there existed no operational safety problems within the local highway network.

5.1.6. No trip rates were calculated as the proposed development was re-location of the existing business approximately 180m down the road. A review of Havant Borough Council Parking Standards has been undertaken which shows that the site layout complies with the guidance for car, cycle and disabled parking.

5.2 Conclusion

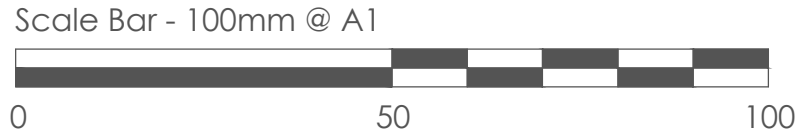
5.2.1. The proposal to use frontage access with adequate space for vehicle manoeuvring and make use of the existing access location is appropriate to the provisions in the area and would not result in any detriment in highway terms.

5.2.2. The development is re-location of existing business to approximately 180m upstream with similar capacities and hence there will be no extra resultant traffic generated. It is therefore considered that the proposed development would not have any impact upon the local highway network in terms of operation or safety.

5.2.3. Having regard to the above it is concluded that in transport/highway terms re-location of the End of Life Service to the proposed location is acceptable subject to standard conditions.



APPENDIX A – SITE LAYOUT



REAR YARD

- TIMBER BUILT COVER TO 5NO COLLEAGUE/LIMO PARKING SPACES
- GRASS REMOVED AND TARMAC LAID
- AC UNITS FITTED TO EXTERNAL WALL OF MORTUARY - SUBJECT TO DCI REQUIREMENTS AND PLANNING
- TURNING SPACE FOR LIMO/PRIVATE AMBULANCE (MERCEDES VITO VAN)
- COVER TO CONSEAL MORTUARY ENTRANCE - HEIGHT SUBJECT TO VEHICLE HEIGHT INCLUDING OPEN BOOT APPROX 2400MM
- MORTUARY CONSTRUCTION TBC BY PWP - TIMBER CLAD OR BRICK

MORTUARY

- NEW MORTUARY COLDROOM EXTENSION FROM REAR OF EXISTING BUILDING
- NEW SINK UNIT - DRAINAGE AND WATER REQUIRED
- ACCESS TO 2NO MANHOLES TO BE MAINTAINED

UNDERCROFT/FUNERAL VEHICLE ENTRANCE

- ALL INTERNAL WALLS TO BE REMOVED FOR CREATION OF UNDERCROFT
- MAXIMUM POSSIBLE HEIGHT TO BE ACHIEVED - MERCEDES VITO APPROX 2000MM HIGH (EXCLUDING OPEN BOOT)
- SHUTTER TO ENTRANCE

REFLECTION ROOM

- NEW DOORWAY CREATED FROM LOBBY
- EXISTING DOORWAY BLOCKED UP
- 2NO CUPBOARDS REMOVED
- FALSE ARCH CREATED ON FOCUS WALL WITH INSET LED STRIP LIGHTING AND TV
- NEW DOUBLE DOORWAY INTO MORTUARY
- EXISTING WINDOW POSITION SUED TO CREATE OPENING INTO MORTUARY, TWO SMALL CUPBOARDS CREATED IN ALCOVE

CAR PARK/FRONT ENTRANCE AREA

- EXISTING DWARF WALL REMOVED AND REPLACED WITH NEW BRICKWORK DWARF WALL WITH IRONMONGERY ON TOP TO REDUCE RISK OF PEOPLE SITTING ON WALL, INCLUDING NEW OPENING FOR FUNERAL VEHICLES
- GRASS AND EXISTING TARMAC/CONCRETE REMOVED AS PER DRAWING AND TARMAC LAID - TO BE GRADED UP TO FRONT CUSTOMER ENTRANCE TO ENSURE STEP FREE ACCESS
- DROP KERB FROM NEIGHBOURING PROPERTY EXTENDED-SUBJECT TO HIGHWAYS APPROVAL
- EXISTING PEDESTRIAN ENTRANCE REMOVED
- REMAINING GRASS AND SHRUBS TO BE TIDIED AND KEPT
- SHRUBS ADDED EITHER SIDE OF ENTRANCE
- BOLLARDS TO PARKING SPACES
- NEW SHOPFRONT
- 2QTY SHEFFIELD CYCLE HOOPS

KITCHEN/DESIGN CENTRE

- SMALL KITCHENETTE CREATED IN OLD BATHROOM LOCATION
- DESIGN CENTRE ADDED IN CORRIDOR

TOILET

- NEW DDA TOILET CREATED
- ALL NEW DDA FITTINGS AND DOORWAY

RECEPTION/REFLECTION ROOM LOBBY

- ALL WALLS FIXTURES AND FITTINGS TO BE REMOVED
- EXISTING ELECTRICAL CUPBOARD TO BE RETAINED AND MADE GOOD WITH NEW DOOR
- STRUCTURAL WALL ADDED BENEATH BEAM TO CREATE LOBBY AREA
- REDECORATION AND NEW CARPET THROUGHOUT
- NEW SHOPFRONT ENTRANCE CREATED - EXISTING DOOR AND WINDOW REMOVED
- DOUBLE DOORS INTO LOBBY USING PRIVACY SWITCHING GLASS

ARRANGEMENT ROOM 2

- FIXTURES AND FITTINGS TO BE REMOVED INCLUDING CUPBOARD
- REDECORATED WITH NEW CARPET AND INTERNAL DOOR
- WINDOW BETWEEN ARRANGEMENT ROOM 2 AND TOILET TO BE BOARDED INTERNALLY

OFFICE

- FIXTURES AND FITTINGS TO BE REMOVED INCLUDING CUPBOARD
- STUD WALL TO DIVIDE ARRANGEMENT ROOM 2
- REDECORATED WITH NEW CARPET AND INTERNAL DOOR
- DESK AND CHAIR
- EXISTING DOOR REMOVED
- CUPBOARD OUTSIDE OF OFFICE

RESIDENTIAL ENTRANCE

- DROP KERB FROM NEIGHBOURING PROPERTYEXTENDED FOR USE BY SINGLE VEHICLE
- SINGLE VEHICLE DRIVEWAY CREATED FOR RESIDENTIAL FLAT
- EXISTING PATHWAY TO REAR ENTRANCE MAINTAINED AND TIDIED FOR RESIDENTIAL USE
- EXTERNAL STEPS ADDED AT ENTRANCE
- NEW DOORWAY AT BOTTOM OF EXISTING STAIR CASE - EXISTING INTERNAL ACCESS TO STAIR CASE BLOCKED UP
- 1QTY SHEFFIELD CYCLE HOOP

ARRANGMENT ROOM 1

- FIXTURES AND FITTINGS TO BE REMOVED
- REDECORATED WITH NEW CARPET
- EXISTING DOORWAY TO BE BLOCKED UP
- NEW DOORWAY CREATED
- NEW FULL HEIGHT CUPBOARD

CORRIDORS AND ANCILLARY AREAS

- FIXTURES AND FITTINGS TO BE REMOVED
- REDECORATED WITH NEW CARPET AND NEW INTERNAL DOORS

BISHOPSTOKE ROAD

DUNSBURY WAY

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AREAS	M²	FT²
SALES	176	1894
GROSS	290	3121
FIRST	59	635
SUB-LET	55	592
MOTHBALLLED	NA	NA

REVISIONS

REV.	DESCRIPTION	DRAWN	CHKD.	DATE
-	FEASIBILITY	SL	**	19/06/2017
-	SP AMENDS	SL	**	14/08/2017
-	SP AMENDS	SL	**	24/08/2017
-	SP AMENDS	SL	**	03/09/2017
-	SITE MTG AMENDS - MORTUARY LAYOUT AND EXTERNAL DOOR, RESIDENTS PARKING AMENDED, LEFT HAND STAIRCASE REVERTED BACK TO EXISTING	SL	**	13/02/2018
-	DRAWING NOTES ADDED	SL	**	14/02/2018
-	ARRANGEMENT ROOM2, OFFICE AND DESIGN CENTRE ADDED - DW	SL	**	20/02/2018
-	SP AMENDS - MERGED DRAWING WITH BARBER LAYOUT TAKING STRUCTURALS INTO ACCOUNT, TOILET AND KITCHENETTE RELOCATED	SL	**	04/04/2018
-	3QTY CYCLE HOOPS ADDED	SL	**	26/06/2018

SITE PLAN

southern coop

Property Development

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PROJECT

194-196 DUNSBURY WAY

LEIGHT PARK, HAVANT

HAMPSHIRE

DRAWING TITLE

PROPOSED SITE PLAN

DRAWING SCALE	SHEET SIZE	SHEET NO.	DRAWN	CHKD.	DATE
1:100	A1	1 of 1	SL		19-06-2017
DRAWING NUMBER	18-XXX-201				REVISION
					-

