



Northney Marina, Hayling Island

Technical Note

On behalf of **National Regional Property Group**

**National
Regional
Property
Group**

Project Ref: 37394/5501 | Rev: V1 | Date: September 2017

Office Address: Caversham Bridge House, Wateman Place, Reading, Berkshire RG1 8DN
T: +44 (0)118 950 0761 E: reading@peterbrett.com



Document Control Sheet

Project Name: Northney Marina
Project Ref: 37394/5501
Report Title: Technical Note
Doc Ref: V1
Date: September 2017



	Name	Position	Signature	Date
Prepared by:	Eleftherios Papathanasiadis	Graduate Engineer	EP	September 2017
Reviewed by:	Belinda Blasdale	Graduate Engineer	BB	September 2017
Approved by:	Phil Brady	Equity Director	PB	September 2017
For and on behalf of Peter Brett Associates LLP				

Revision	Date	Description	Prepared	Reviewed	Approved
V1	Aug 17	Final for planning	EP	BB	PB
V2	Sep 17	Final for Planning following client edits	BB	BB	PB

This report has been prepared by Peter Brett Associates LLP ('PBA') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which PBA was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). PBA accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

© Peter Brett Associates LLP 2017

Contents

1	Introduction	1
2	Site context.....	2
3	Existing Facilities	3
4	Proposed Development	4
5	Trip Generation.....	5
5.1	Introduction.....	5
5.2	Existing Office Trip Generation	5
5.3	Proposed Residential Trip Generation	5
5.4	Net Impact	6
6	Summary	7

Figures

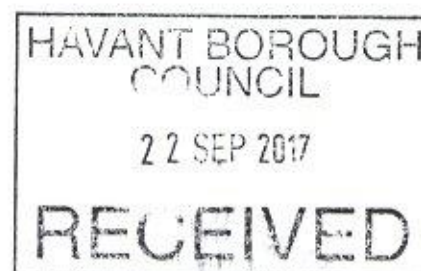
Figure 2-1: Site Location	2
---------------------------------	---

Tables

Table 4.1: Accommodation Schedule.....	4
Table 5.1: Existing Trip Generation (Office Use)	5
Table 5.2: 21 Units Trip Generation	6
Table 5.3: Net Difference for Vehicle journeys to the site	6

Appendices

Appendix A	Masterplan
Appendix B	TRICS Output





1 Introduction

- 1.1.1 Peter Brett Associates LLP (PBA) have been commissioned by National Regional Property Group to produce a transport supporting note to provide support to a Prior Approval Application relating to the proposed change of land use of existing offices at Northney Marina, Hayling Island.
- 1.1.2 The proposed development entails 21 homes with associated vehicle parking and landscaping.



2 Site context

- 2.1.1 Northney Marina comprises of 4 buildings within a 0.26 ha area. The site lies north of Hayling Island, Hampshire to the east of Langstone Bridge and to the north of Northney. The site lies within the administrative boundary of Hampshire County Council (HCC) and Havant Borough Council (HBC). The surrounding area is predominantly rural residential however; a hotel is located south of the site. The site is accessed from Northney Road in the south.
- 2.1.2 Langstone Road is the only route on and off the island and has a major seasonal variation in travel patterns and as such HCC may request a peak and off peak assessment. The site is located within close proximity to the Langstone Road/ Northney Road junction is the first primary junction on the island.
- 2.1.3 The site location is demonstrated in **Figure 2-1**.

Figure 2-1: Site Location



3 Existing Facilities

- 3.1.1 The marina has 228 berths with supporting admin facilities; including a customer's lounge, shop, shower and toilet facilities and a laundrette. The site is also licensed to deliver diesel to boats.
- 3.1.2 The marina is currently able to facilitate 200 boats ashore; and can provide boat repairs and maintenance. The marina has the ability to remove larger boats from the water by the use of a 35-ton boat hoist.
- 3.1.3 The site includes a public slipway with an access pontoon with associated parking and trailer storage areas
- 3.1.4 There are a few commercial services operating within the marina based on a landlord/tenant relationship, these include a yacht brokers, repairs and Powertech Marine. The buildings are a mixture of B1, B2 and B8 users.



4 Proposed Development

- 4.1.1 The proposal seeks to redevelop the existing marina offices to provide 21 homes. The accommodation schedule is provided within **Table 4.1**.

Table 4.1: Accommodation Schedule

No. of Beds	No. of Units
1 Bed	8
2 Bed	10
3 Bed	3
Total	21

- 4.1.2 The redevelopment would provide 42 car parking spaces (two spaces per unit) and retain a proportion of the existing commercial operations. The proposed car parking spaces do not include disabled bays however they are adaptable to provide disabled bay parking provision if required in the future.
- 4.1.3 The residential development will provide 21 flats. Three of the existing buildings and a substation will be retained on the site. The proposed masterplan is shown in 'P210 – Proposed Site Plan' by Cover Storey Architects (see **Appendix A**).
- 4.1.4 The premise is that the marina will continue to operate to its current capacity for on and off shore boat storage and public access. The residential development will redevelop the existing marina offices into homes.



5 Trip Generation

5.1 Introduction

- 5.1.1 This chapter provides a comparison between the current and proposed trip generation of the site. As no traffic surveys were undertaken at the site the trip generation has been calculated through Trip Rate Information Computer System (TRICS) database.

5.2 Existing Office Trip Generation

- 5.2.1 To provide an estimate of the current trip generation for the site the TRICS database has been used in the calculations. The following parameters have been used in the selection of TRICS sites to calculate an estimated trip rate;
- Main Land Use: Employment
 - Sub Land Use: Office
 - Regions: England (Excluding Greater London)
 - Location Types: Suburban, Edge of Town
 - Selected Survey Days: Tuesday to Thursday
 - GFA: 0 to 2750 sqm
- 5.2.2 The TRICS data base identified nine sites, on closer inspection some of the sites were not comparable so they have been deselected from the data. Reasons for deselecting these sites is provided below;
- ES-02-A-09 – Accessibility too high (including public transport);
 - ES-02-A-11 – Accessibility too high (including public transport);
 - TW-02-A-04 – In centre of a trading estate;
 - WM-02-A-04 – Too densely populated (large residential developments surrounding); and
 - WY-02-A-03 – Too densely populated (large residential developments surrounding).
- 5.2.3 The remaining four sites gave the following trip rates provided within **Table 5.1**, using the existing GIA of the office, 2,090sqm the trip generation is provided also. A full TRICS report and associated trip generation profile is enclosed in **Appendix B**.

Table 5.1: Existing Trip Generation (Office Use)

	Trip Rates			Trip Generation – 2,090sqm		
	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak Hour (08:00-09:00)	2.529	0.258	2.787	53	4	58
PM Peak Hour (17:00-18:00)	0.361	3.045	3.406	8	64	71
12 hour (07:00-19:00)	9.858	9.923	19.781	206	207	413

5.3 Proposed Residential Trip Generation

- 5.3.1 The industry standard trip rate tool, TRICS 7.4.2 has been used to calculate trip rates for the proposed development.

5.3.2 The following parameters have therefore been used in the selection of sites to calculate a trip rate for the residential development and attributes as the scale, size and location of the development:

- Main Land Use: Residential
- Sub Land Use: Privately Owned Houses
- Regions: All England excluding Greater London
- Location Types: Suburban, Edge of Town
- Selected Survey Days: Tuesday to Thursday
- Number of Dwellings: 1-150

5.3.3 The above parameters identified nine comparable sites. These have been used to calculate trip rates and associated trip generation for the proposed 21 new homes. A full TRICS report and associated trip generation profile is enclosed in **Appendix B**

5.3.4 A summary of the trip generation follows at Table 5.2

Table 5.2: 21 Units Trip Generation

	Trip Rates			Trip Generation – 21 Homes		
	Arr	Dep	2-Way	Arr	Dep	2-Way
AM Peak Hour (08:00-09:00)	0.148	0.369	0.517	3	8	11
PM Peak Hour (17:00-18:00)	0.347	0.176	0.523	7	4	11
12 hour (07:00-19:00)	2.295	2.379	4.674	48	50	98

5.3.5 The residential development at Northney Marina will generate 11 vehicle movements both in the AM and the PM peak Hour. Over a 12-hour period (between 07:00 – 19:00), there will be 98 two-way vehicle movements associated with the residential units.

5.4 Net Impact

5.4.1 Table 5.3 shows the net-difference between the existing and proposed vehicle trip generations for the site.

Table 5.3: Net Difference for Vehicle journeys to the site

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	2-Way	Arrive	Depart	2-Way
Existing	53	4	58	8	64	71
Proposed	3	8	11	7	4	11
Net-Difference	-50	+4	-47	-1	-60	-60

5.4.2 Table 5.3 shows that the proposed development will result in a reduction of 47 and 61 two-way trips in the AM and PM peak hours respectively.

6 Summary

- 6.1.1 This technical note relates to the change of land use of an existing office building into 21 residential homes.
- 6.1.2 The trip generation was calculated using TRICS and demonstrated that the change of land use from the existing office into 21 residential units, shows a reduction in the vehicle trip generation. The reduction of vehicles equates to 47 and 61 two-way vehicle movements generated in the AM and PM peak hour respectively.
- 6.1.3 It is concluded that considering the findings set out in this note that the development should be considered acceptable.

Appendix A Masterplan

Appendix B TRICS Output