

Project Name:	Havant Road, Emsworth
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Document Name:	Amended Application Transport Note
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1. INTRODUCTION

- 1.1 This Amended Application Transport Note (AATN) has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes to support an amended application for 147 residential dwellings on land at Havant Road, Emsworth. The revised site layout is included as **Appendix A**.
- 1.2 The original application (application ref: APP/16/00774) obtained a resolution to grant planning approval subject to the signing of the Section 106 Agreement on 29th June 2017 for a residential development comprising *'161 dwellings with associated parking, access, landscaping, and surface water drainage, pumping station, sub station and signalised junction onto Havant Road.'*
- 1.3 To support the original application, PBA produced a full Transport Assessment and Travel Plan, and also prepared a subsequent Addendum Transport Assessment and Addendum Travel Plan to detail minor changes in the number of dwellings. The most recent Hampshire County Council (HCC) highway comments, dated 27th April 2017, stated, *'The local highway authority raises no objections to the application'* (subject to obligations and conditions).
- 1.4 Whilst the number of residential dwellings is to be reduced from 161 to 147 (a reduction of 14), the client has advised that Section 106 obligations which have previously been agreed for 161 dwellings in relation to transport contributions still apply.
- 1.5 This AATN therefore addresses changes to the site layout as a result of the reduction in unit numbers, an updated accommodation schedule, updated trip generation analysis, updated car parking layout & numbers and updated internal road layout (and therefore revised details of internal visibility and vehicle tracking).

- 1.6 Details of the existing Local Road Network, Site Accessibility, Personal Injury Accident (PIA) data, junction capacity assessments, mitigation works and the Travel Plan have all been agreed by both HCC, Havant Borough Council (HBC) and Highways England (HE) and therefore no further information is included in this regard.
- 1.7 It should be noted that whilst the number of trips associated with the site will reduce (with details included in this report), and therefore that the impact on any surrounding junctions including at the site access and at the nearby A27 dumbbell roundabouts will also be reduced, no further assessment has been undertaken with regards to the extent of mitigation works required and as previously described, all highway mitigation/ site access works which have been agreed will still be undertaken.

2. PROPOSED AMENDED SCHEME

Accommodation Schedule

- 2.1 The amended scheme comprises 147 residential dwellings (compared to the former 161), of which 30% will be affordable (as per the original scheme). The revised accommodation schedule is summarised in **Table 1**, with the revised site layout included as **Appendix A**.

	Unit Type	Number of Dwellings
Affordable	2 Bedroom Flat	12
	2 Bedroom Coach House	3
	2 Bedroom House	18
	3 Bedroom House	11
	TOTAL	44
Private	2 Bedroom Flat	6
	2 Bedroom Coach House	3
	2 Bedroom House	23
	3 Bedroom House	51
	4 Bedroom House	20
	TOTAL	103
	Total	147

Table 1: Amended Scheme Accommodation Schedule

Trip Generation

- 2.2 The development's trip rates have previously been agreed with both HCC and HE. However as trip generation associated with this scheme is to be reduced, the trip generation has again been assessed to compare the potential impact of this amended scheme compared to that which has been previously approved. The revised trip generation, compared to that which was previously approved, is included in **Table 2**.

	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily
	Arrivals	Departures	Arrivals	Departures	
Trip Rate	0.145	0.362	0.329	0.174	4.479
161 Dwellings	23	58	53	28	721
147 Dwellings	21	53	48	26	658
Net Trip Reduction	-2	-5	-5	-2	-63

Table 2: Revised Trip Generation compared with Previously Approved Scheme

- 2.3 The amended scheme is anticipated to generate a total of 658 vehicle movements across a 12 hour day; a net reduction of 63 vehicles compared to the original scheme. In both

the AM and PM Peak periods, a reduction of 7 vehicles is anticipated compared to the original scheme.

- 2.4 It is therefore anticipated that the amended scheme's traffic impact will be considered acceptable by HCC and HE.

Car & Cycle Parking Provision

- 2.5 As per the original scheme, Havant Borough Council's Parking Supplementary Planning Document (adopted in July 2016) has been used to assess the parking provision associated with this amended scheme. The standards are outlined (along with the associated car parking requirements for the site) in **Table 3**.

Size of Dwelling	Car Parking Requirements per Dwelling	Total Units	Total Requirements
2 Bedroom	2 spaces	65	130
3 Bedroom	2 spaces	62	124
4+ Bedroom	3 spaces	20	60
TOTAL	-	147	314

Table 3: HBC Adopted Car Parking Standards & Requirements

- 2.6 In addition to these minimum requirements an additional 20% unallocated parking provision for visitors is required.
- 2.7 The revised development provides a total of 312 residential spaces, of which 2 spaces would be provided per 2 and 3 bedroom units and 3 spaces per 4 bedroom unit. A further 29 spaces are intended for formal visitor parking spaces, totalling 341 spaces.
- 2.8 As detailed in the previous Transport Assessment, long-stay cycle parking will be provided for each unit within a dedicated cycle shed in the rear of each garden, or a garage (where provided and measuring at least 6m x 3m). For the flats, secure, communal cycle stores are proposed, which will be overlooked and well-lit to ensure that the stores are safe and user-friendly. Cycle storage is demonstrated on the site layout, included as **Appendix A**.

Internal Road Layout

2.9 As per the previous layout the parameters have been designed to create an attractive and permeable pedestrian and cycle environment. The development site's spine road measures 5.5m in width, after which the carriageways become narrower and more reflective of Manual for Streets (MfS) design guidance principles, with 4.8m being sufficient for a car and larger vehicle to pass. To summarise the design principles on which the scheme is based:

- Site access measures 7.2m in width to allow for the proposed signalised site access, after which the internal spine road narrows to 5.5m. Adjacent to plot 51 the spine road narrows to 4.8m, with a continued width beyond this point to the rear of the site.
- The entire length of the spine road is supported by a 2m wide footways on either the northern or the southern side.

2.10 In accordance with MfS design guidelines, all carriageway bends within the peripheries of the proposed internal site design (i.e. away from the spine road) would achieve the required inter-visibility for vehicles travelling up to 15mph within the site, supported by planting maintained below 600m in height. Visibility along the length of the spine road to Plot 108 is achieved for vehicles travelling up to 20mph. Internal visibility and forward visibility splays are demonstrated in **Appendix B**.

Servicing and Emergency Access

2.11 Tracking has been undertaken on the amended site layout, demonstrating a 'super large' refuse vehicle successfully manoeuvring through the site, as demonstrated in **Appendix C**. In keeping with MfS (paragraph 6.8.9) and Building Regulation guidance, no resident would be required to carry their bins greater than 30m to a collection point or kerb edge, and the refuse vehicle would be able to get within 25m of each property or collection point.

2.12 The revised access has also been assessed to ensure that a fire tender can successfully turn on-site, and get within 45m of each building, in line with Building Regulation requirements.

2.13 As per the original application, further pedestrian and cycle access is proposed via a separate access on Selangor Avenue, in the location of the existing gated access. The pedestrian/ cycle access is demonstrated on the site layout and measures 3m in width and will be supported by lockable bollards.

3. SUMMARY AND CONCLUSIONS

- 3.1 This AATN has been prepared by PBA on behalf of Barratt Homes Ltd to support a revised application for 147 residential dwellings on land at Havant Road, Emsworth.
- 3.2 This application follows a previously submitted application on the site for 161 dwellings. The original application has resolution to grant approval subject to signing of the Section 106 agreement. As all highway matters were agreed as part of this original application, and the number of units (and therefore impact on the local road network) has been decreased, this AATN has addressed the internal road layout only.
- 3.3 Whilst the number of residential dwellings is to be reduced from 161 to 147 (a reduction of 14), the client will not seek to adjust any transport contributions agreed as part of the original application. Therefore, these contributions and obligations still apply.
- 3.4 The amended scheme now proposes 147 residential units, of which 30% are affordable. The development is anticipated to see a reduction of 63 vehicle movements across a 12 hour period compared to the original scheme.
- 3.5 The revised development provides a total of 312 residential spaces, of which 2 spaces would be provided per 2 and 3 bedroom units and 3 spaces per 4 bedroom unit. A further 29 spaces are intended for formal visitor parking spaces, totalling 341 spaces.
- 3.6 Within the site, internal junction and forward visibility has been re-assessed, with internal visibility in the site achievable for speeds of up to 15mph. Internal refuse vehicle tracking has also been undertaken which demonstrates that a 'super large' refuse vehicle is able to successfully manoeuvre the site.
- 3.7 As this revised scheme is to generate a lower level of traffic than that which was previously agreed by both HCC and HE, and with an updated assessment of the internal road layout demonstrating car parking, visibility and refuse vehicle tracking in accordance with requirements, it is anticipated that this scheme will be considered acceptable by HCC and HE.

Appendix A

HAVANT ROAD EMSWORTH

147

SCHEDULE OF DWELLINGS

REF	TYPE	DESCRIPTION	STOREY	SQ.FT	NO	TOTAL	Comments
RA	RADLEIGH	4 BED HOUSE	2.0	1317	16	21072	Standard
WO	WOODCROFT	4 BED HOUSE	2.5	1309	4	5236	Standard
EN	ENNERDALE	3 BED HOUSE	2.0	917	19	17425	Standard
MA	MAIDSTONE	3 BED HOUSE	2.0	830	19	15770	Standard
PO	POYSTONE	3 BED HOUSE	2.0	830	13	10790	Standard
RI	RICHMOND	2 BED HOUSE	2.0	711	17	12087	Standard
AL	ALVERTON	2 BED COACH HOUSE	2.0	704	3	2112	Standard
RO	ROSEBERRY	2 BED HOUSE	2.0	679	6	4074	Standard
ML	MALDON	2 BED FLAT	3.0	676	5	3028	Standard
AM	AMBERHAM	2 BED FLAT	3.0	584	5	2920	Standard
SUB TOTAL					103	92444	

AFFORDABLE

SOCIAL HOUSING (30%) *

Rent

T55	TYPE 55	3 BED HOUSE	2.0	958	1	958	Standard
T52	TYPE 52	3 BED HOUSE	2.0	926	2	1852	Standard
T73	TYPE 73	2 BED COACH HOUSE	2.0	704	1	704	Standard
T51	TYPE 51	2 BED HOUSE	2.0	842	6	5052	Standard
28FA	28FA	2 BED FLAT	3.0	676	6	4056	No En-Suite
28FB	28FB	2 BED FLAT	3.0	584	6	3504	No En-Suite

Shared Ownership

38HA	ESDALE (SPECIAL)	3 BED HOUSE	2.0	1058	1	1058	No En-Suite
T55	TYPE 55	3 BED HOUSE	2.0	958	2	1916	Standard
T52	TYPE 52	3 BED HOUSE	2.0	926	1	926	Standard
T73	TYPE 73	2 BED COACH HOUSE	2.0	704	2	1408	Standard
T51	TYPE 51	2 BED HOUSE	2.0	842	5	4210	Standard

Starter Homes

EN	ENNERDALE	3 BED HOUSE	2.0	917	4	3668	Standard
RO	ROSEBERRY	2 BED HOUSE	2.0	679	7	4753	Standard

SUB TOTAL

44

GRAND TOTAL

147

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Date	AUGUST 2017
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Project	HAVANT ROAD, EMSWORTH
Title	PLANNING LAYOUT
Client	



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