

23 July, 2021
DMM/AJB/D.073

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Dear Mr Chahal

Land Between 26 and 32 Padnell Road, Cowplain:
Proposed Residential Development: 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 January 2016 to 31 December, 2020. During the study period there were three collisions causing three slight injuries.

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.

A car turned right from the A3 into Summerhill Road across the path of a northbound motorcycle. A slight injury was caused.

There is no pattern of collisions which requires remedial action.

The Proposed Development

The proposed development is shown on drawing 2021/04 prepared by ACA Architectural Design Ltd. The proposal comprises the provision of two 2-bed houses and two 3-bed houses served by a total of ten car parking spaces.

The proposed development is served off Padnell Road 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 houses of between four and ten units. The TRICS database gives the following trip rates for the network peak periods:-

Trip rates	Arrivals	Departures	Total
AM Peak	0.161	0.290	0.451
PM Peak	0.306	0.226	0.532
Daily	2.369	2.531	4.900

The TRICS data above gives the following trip generation for four houses:-

4 houses	Arrivals	Departures	Total
AM Peak	1	1	2
PM Peak	1	1	2
Daily	9	10	20

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 two cycle parking spaces per house in Asgard cycle lockers. The site provides two allocated car parking spaces per house and two unallocated visitor 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 per unit	Provision per unit
2-bed Unit	2	2
3-bed Unit	2	2
Total		8

The proposed development provides eight cycle parking spaces within separate Asgard cycle lockers. 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. The standards are minima. The standards and minimum provision for the proposed development are:-

	Allocated Parking	
	Standard per unit	Minimum Provision per unit
2-bed Unit	2	4
3-bed Unit	2	4
Total		8

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 proposed development comprises four house and is a small residential development in accordance with the NPPF. The addition of 20% visitor parking is not necessary for the site.

Nonetheless, the proposed development provides two unallocated visitor car parking spaces. The development therefore provides over 10% of unallocated visitor parking thus exceeding the standard.

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 two 3-bed houses. 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 two cycle parking spaces per dwelling in secure lockers. Each dwelling has two allocated car parking spaces. There are two unallocated visitor parking spaces.

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

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

Yours sincerely

A handwritten signature in blue ink that reads "David Mason". The signature is written in a cursive style with a large initial 'D'.

David Mason

for

D M Mason

Engineering Consultants Ltd