



Portsmouth Water

The Tannery, Havant

Transport Statement

A118240
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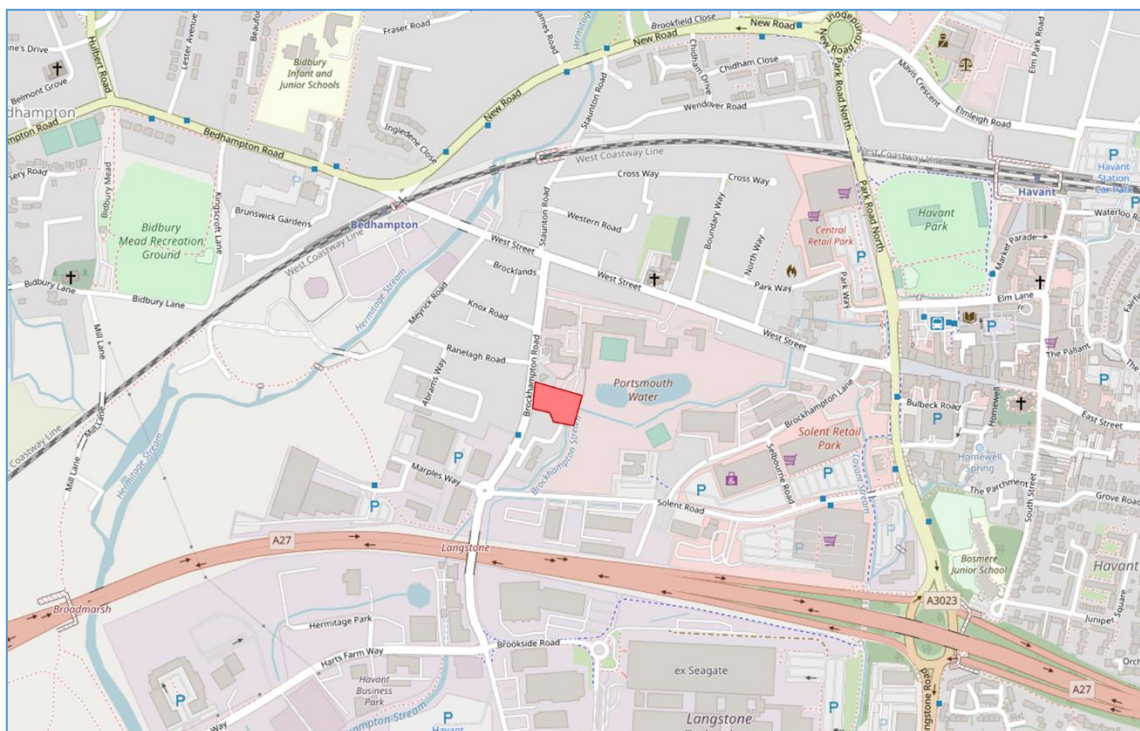
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1 Introduction

- 1.1 WYG has been commissioned by Portsmouth Water to prepare a Transport Statement (TS) to support a planning application for a new access at land at the Tannery, Brockhampton Road, Havant.
- 1.2 This TS has been prepared in accordance with National and Local Policy and will examine the sustainable and non-car modes of walking, cycling and public transport and then consider the impact of the new access.
- 1.3 The site is located at The Tannery, Brockhampton Road, as illustrated on **Figure 1.1**. The site forms part of the wider Portsmouth Water site to the north, with the area acting as a service yard for the site. It is currently accessed through the site. To the north (along the frontage) and south are residential properties, including the Grade II listed Old Manor House to the south.

Figure 1.1 Site Location Plan



Report Structure

- 1.4 Following the introductory section, the remainder of this TS is structured as follows:
 - **Section 2: Policy Review** – Provides a concise review of the relevant current and emerging national, regional and local policy issues that affect the site;
 - **Section 3: Existing Conditions** – Provides an outline and review of the existing transport conditions prevailing at the development site and in the immediate surrounding area;



- **Section 4: Development Proposals** – Sets out the proposals, including details of the access; and
- **Section 5: Summary and Conclusions** – Provides a summary and conclusion by highlighting the key points raised within this TS.



2 Policy Review

- 2.1 This chapter of the TS examines the context of the site and how it relates to the relevant planning policies and guidelines. The specific policy documents which have been reviewed are as follows:

National Policy

- Transport White Paper (2011)¹.
- National Planning Practice Guidance (NPPG) (March 2014)² and
- National Planning Policy Framework (NPPF) (2019)³.

Regional Policy

- Hampshire Local Transport Plan (2011 – 2031)⁴

Local Policy

- Havant Borough Core Strategy (2011)⁵; and
- Havant Borough Council Parking Supplementary Planning Document (2016)⁶

National Policy

The Transport White Paper (2011)

- 2.2 The Government's vision for the local transport system is set out in the January 2011 Transport White paper "Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen".
- 2.3 The White Paper acknowledges that transport provision is essential for economic growth if the Government is to improve the economic deficit that it is currently facing. However, The Paper also recognises that the current levels of carbon emissions from transport cannot be sustained if the nation is to meet its national commitment on climate change as well as creating a safer and cleaner environment in which to live. With this in mind, the Government highlights sustainable transport

¹ <https://www.gov.uk/government/publications/creating-growth-cutting-carbon-making-sustainable-local-transport-happen>

² National Planning Policy Guidance (2014) <https://www.gov.uk/government/collections/planning-practice-guidance>

³ National Planning Policy Framework (2019) <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁴ <https://documents.hants.gov.uk/transport/HampshireLTTPPartALongTermStrategy2011-2031RevisedApril2013.pdf>

⁵ <https://www.havant.gov.uk/local-plan-core-strategy>

⁶ <https://www.havant.gov.uk/parking-supplementary>



solutions as a means by which the economy can grow which will also see a positive impact on the local environs.

- 2.4 Whilst the Paper outlines the funding options which will be available for sustainable transport schemes, it also recognises that investment alone will not be enough, and that help needs to be given to people to ensure that the transport choices they make are good for society as a whole. The Paper recognises that it is at the local level where most can be done to encourage sustainable transport modes and implement sustainable transport schemes. Solutions should be developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities.
- 2.5 Within the Paper, sustainable transport considers more than just public transport, walking and cycling schemes and acknowledges that it is not feasible for some trips to be undertaken by these modes. There is therefore a realisation that the car will continue to be an important mode of transport and focus should be given to making car travel greener through electric and other low emission vehicles.

National Planning Practice Guidance (NPPG) (March 2014)

- 2.6 The Government's NPPG was launched on 6th March 2014 by the Department for Communities and Local Government (DCLG) as a web-based resource. Within the NPPG, the 'Travel Plans, Transport Assessments and Statements in Decisions-Taking' guidance provides advice on when transport assessments and transport statements are required, what they are and what they should contain.
- 2.7 Paragraph 6 sets the importance of the Travel Plans (TPs), Transport Assessments (TAs) and Transport Statements (TSs) saying that they can positively contribute to:
- *'encouraging sustainable travel,*
 - *lessening traffic generation and its detrimental impacts,*
 - *reducing carbon emissions and climate impacts,*
 - *creating accessible, connected, inclusive communities,*
 - *improving health outcomes and quality of life,*
 - *improving road safety, and*
 - *reducing the need for new development to increase existing road capacity or provide new roads.'*

National Planning Policy Framework (NPPF) (2019)

- 2.8 This document sets out the Government's planning policies for England and how these should be applied, providing a framework within which locally prepared plans for housing and other development can be produced. The document was last revised in February 2019.
- 2.9 Paragraph 102 identifies the transport issues that should be considered from the earliest stages of plan making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;



b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and,

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

2.10 Paragraph 103 states that:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

2.11 Paragraph 106 states that:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

2.12 Paragraph 108 states it should be ensured that:

"a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

2.13 Paragraph 109 states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."



2.14 Paragraph 110 states that applications for developments should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.15 Moreover, Paragraph 111 states that "all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Regional Policy

Hampshire Local Transport Plan (2011 – 2031)

2.16 The Hampshire Local Transport Plan 2011-2031 was formally approved for use on 24th February 2011 and sets out a long-term strategy and vision for how the transport network of Hampshire will be developed over the next 20 years.

2.17 The Local Transport Plan has 3 main priorities:

- *To support economic growth by ensuring safety, soundness and efficiency of the transport network.*
- *To provide a safe, well maintained and more resilient road network as the basic transport infrastructure of the County on which all forms of transport directly and indirectly depend and the key to continued casualty reduction; and,*
- *To manage traffic to maximise efficiency of the existing network capacity, improving journey time reliability and reducing emissions thereby supporting the efficient and sustainable movement of people and goods.*

2.18 The following policies are relevant in the context of the proposed development:



- *Policy Objective 7: Ensure that travel from home to school affordably serves changing curriculum needs, underpins sustainable schools and maximises individual opportunities for education and training.*
- *Policy Objective 11 – Reduce the need to travel through encouragement of a high-speed broadband network, supporting the local delivery of services and in urban areas the application of 'Smarter Choices' initiatives.*
- *Policy Objective 14 – Outline and implement a long-term transport strategy to enable sustainable development in major growth areas.*

Local Policy

Havant Borough Core Strategy (2011)

2.19 The Core Strategy describes the council's long-term vision and objectives for what the borough will be like as a place in 2026. It closely aligns with the Sustainable Community Strategy, Forward Together, produced by the Havant Local Strategic Partnership.

2.20 The Core Strategy sets out how the council believes the borough should develop. The Core Strategy identifies the strategic sites that are considered fundamental to achieving the overall vision and further details on these sites are provided in the document. The Core Strategy also identifies the required physical and social infrastructure (including green infrastructure) necessary to support new development and meet future needs.

2.21 Policy DM11 Planning for More Sustainable Travel states:

"The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

- *Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.*
- *Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.*
- *Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.*
- *Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.*
- *Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle*



and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges”.

2.22 Policy DM13 Car and Cycle Parking on Residential Development sets out that that:

"Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document”.

2.23 For developments which are deemed to generate significant amounts of travel, a Transport Assessment and a Travel Plan is required.

Summary

2.24 It is considered that the proposed development complies with relevant National and Local policies.

3 Existing Conditions

Introduction

- 3.1 This section of the TS reviews the existing conditions of the site with regard to its location and accessibility by sustainable modes.

Site Location and Description

- 3.2 The site is located at The Tannery, Brockhampton Road, as illustrated on **Figure 1.1**. To the north and south are residential properties, including the Grade II listed Old Manor House to the south.
- 3.3 Brockhampton Road is principally a residential road, with a 30mph speed limit and street lighting. Footways are present on both sides of the carriageway. The site has approximately 35m of frontage along the eastern side of Brockhampton Road.
- 3.4 To the north of the site, Brockhampton Road forms a crossroad priority junction with West Street and Staunton Road. West Street links Bedhampton (including the railway station) to the west to Havant town centre to the east

Public Transport

- 3.5 The nearest bus stops to the site are located on Brunswick Road, 600m north-west of the site. The stops are served by the 23 bus route, which runs every 10 minutes towards Southsea to the south and Leigh Park to the north.
- 3.6 Bedhampton railway station lies approximately 450m north of the site. The station offers one service per hour to London Waterloo, two trains per hour to Portsmouth & Southsea and one train per hour to Littlehampton.
- 3.7 Bedhampton railway station lies approximately 500m north-west of the site. The station offers one service per hour to London Waterloo, two trains per hour to Portsmouth & Southsea and one train per hour to Littlehampton.



4 Proposed Development

- 4.1 The development comprises a proposed new access to the site from Brockhampton Road, which would serve as an access to the Portsmouth Water service yard.
- 4.2 There are two existing accesses to the Portsmouth Water site; through a goods entrance further north on Brockhampton Road, and through a main entrance on West Street.
- 4.3 No new traffic would be generated by the access; existing traffic using the Brockhampton Road access would use the new access as an alternative entrance.

Vehicular Access

- 4.4 The site frontage on Brockhampton Road is straight, bending away from the site to the south. A design speed of 30mph has been assumed based on the speed limit. In accordance with Manual for Streets and Hampshire County Council's design guidance, a visibility splay of 2.4m x 43m in both directions is required from the site access.
- 4.5 A review of the Hampshire Police Road Accident Map shows no accidents have occurred within the vicinity of the site for the period for which data is available (July 2016 to June 2019)
- 4.6 **Drawing SK01 Rev B at Appendix A** shows the proposed access arrangements, with the visibility splay of 2.4m x 43m in both directions shown, which lies entirely within the site or highway land. A 5.5m wide access road will serve the site, with 10m radii.
- 4.7 Footways will be provided at the access, with a pedestrian gate on the northern side. Pedestrians will also be able to access the site from the existing site access on West Street, which provides a safe walking route to the office buildings.

Trip Generation

- 4.8 The proposed development will not generate any additional trips on the highway network; trips will be relocated from the existing accesses, removing conflict between service vehicles and pedestrians within the site.



5 Summary

- 5.1 WYG has been commissioned by Veolia ES (UK) Ltd to produce a Transport Statement in support of a planning application for a new access to Portsmouth Water land at Brockhampton Road, Havant.
- 5.2 The site has been designed in accordance with Hampshire County Council's design standards, with 2.4m x 43m visibility splays achievable in both directions.
- 5.3 No additional traffic will be generated by the proposed access; the new access will reduce internal conflicts on the Portsmouth Water site by keeping service vehicles away from the staff car park.
- 5.4 No highway safety issues have been identified in this report and an assessment of the likely trip generation has demonstrated that development traffic will have no impact on the highway network in the vicinity of the site.
- 5.5 It is concluded that the proposed development will present a negligible impact on the local highway network and is therefore acceptable in highways and transport terms.



Appendix A

PROPOSED SITE ACCESS



- Notes:
- General
1. Do not scale from drawing.
 2. All dimensions are in metres, unless stated otherwise.
 3. This drawing is to be read & printed in colour.
 4. This drawing is for illustrative purposes only.
- Disclaimer
1. The information contained in this drawing is based on a combination of OS and data provided by others and WYG shall not be liable for any inaccuracies or deficiencies.

- Site boundary
- 2.4 x 43m visibility splay (30mph)

REV	DETAILS		DRAWN	CHECKED	DATE
CLIENT:					
Portsmouth Water					
PROJECT:					
The Tannery, Havant					
DRAWING TITLE:					
Site Access Appraisal					
SCALES:			SHEET SIZE:		
1:500			A3		
DRAWN:		CHECKED:		DATE:	
GS		NW		14.07.2020	
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DRAWING NUMBER:				REVISION:	
SK01				B	