



**Transport and Parking Assessment
in support of development at**

**The Clock House
London Road
Waterlooville**

Transport Statement prepared by

Paul Denyer BSc. DipTE.

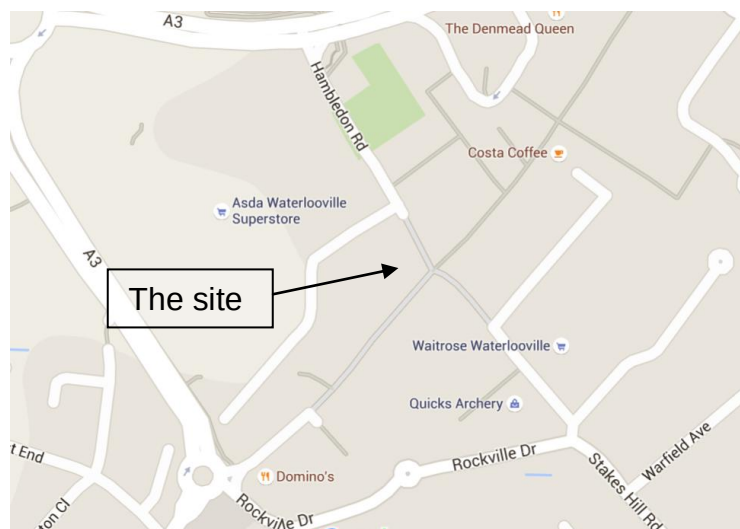
15th August 2016

The development proposal

1. The proposed development comprises the conversion and extension of The Clock House, London Road, Waterlooville to provide 19 one bedroom and 11 two bedroom flats; ten flats are provided in a new third floor fronting London Road. The scheme includes a new lift providing access to the majority of the flats and three flats are specifically designed to meet the needs of wheelchair users (for whom allocated car parking is provided) ensuring that this new development located in a highly accessible location is able to serve the needs of the whole community.
2. The ground floor commercial units will be retained, converting the existing first floor poker club and retail storage area into residential use with new residential units to the rear and at roof level. The building at 81C London Road will be demolished and replaced with new accommodation including commercial use at ground floor fronting London Road and residential use to the rear and upper levels. The existing Housing Association units are to remain at first and second floor level.
3. The proposals are shown on PLC Architects drawings number 14 - 2043 - 101.

Site location

4. The site lies in the heart of the substantially pedestrianised Waterlooville town centre, lying at the junction of London Road with Hambledon Road. In these roads vehicle access is restricted to buses, goods vehicles over 5T mgw and for loading only; all other vehicular access to the site is from Swiss Road.



Policy considerations

5. On the 27th March 2012 the government published the National Planning Policy Framework 2012 (NPPF), the policies in the Framework applying with immediate effect. The NPPF replaces, inter alia, Planning Policy Guidance 13 (Transport).
6. Paragraph 2 of the NPPF confirms that the NPPF is a material consideration in planning decisions whilst paragraph 12 reaffirms the statutory status of the development plan as the starting point for decision making.
7. Paragraph 186 requires local planning authorities to approach decision-taking in a positive way to foster the delivery of sustainable development, advising local planning authorities to look for solutions rather than problems, seeking to approve applications for sustainable development where possible (paragraph 187).
8. Paragraph 193 advises that local planning authorities should publish a list of their information requirements for applications, which should be proportionate to the nature and scale of development proposals and that they only request supporting information that is relevant, necessary and material to the application in question.
9. There is a presumption in favour of sustainable developments (paragraph 197).
10. For a development of this scale the relevant national policies in respect of transport can be summarised as follows:
 - Proposals which reduce greenhouse gases and congestion should be encouraged.
 - Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to
 - give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
 - If setting local parking standards for residential and non-residential development, local planning authorities should take into account:
 - the accessibility of the development;

- the type, mix and use of development;
- the availability of and opportunities for public transport;

11. On the 27th July 2016 Havant Borough Council adopted a revised Supplementary Planning Document on Parking.

Paragraphs 12 to 18 below reproduce the policies and guidance from the new Supplementary Planning Document¹ relevant to this application and subsequently it is demonstrated that the proposals are consistent with that new guidance.

12. When does this guidance apply?

- The parking standards will apply to all developments for the provision of one or more residential units (gross)....
- Proposals for larger schemes will be assessed against the criteria and thresholds set out in Chapter 5 of this SPD: Travel Plans and Transport Assessments.

13. Highly Accessible Areas

- It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- The town centres at Havant and Waterlooville provide the greatest range of alternative transport modes and also shops and services.
- Waterlooville Town Centre provides a variety of bus routes across the Borough and beyond to Portsmouth. The town centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the second most accessible part of the Borough.
- Proposals within the Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF.

14. Demonstrating Accessibility

- Planning applications for residential development should demonstrate where the site is located in relation to the highly accessible locations of Havant and Waterlooville Town Centres or to the availability of public transport. This is ideally suited to the design

1

<http://havant.moderngov.co.uk/documents/s14976/Final%20Parking%20SPD%20Appx%201.pdf> - version current on HBC web-site August 15 2016 dated January 2016.

and access statement (if required) and the application should address how this has been considered in relation to the parking proposed for the development.

15. Parking for People with Disabilities

- Suitable parking spaces should be provided for people with disabilities; for residential land uses there is no specific requirement.

16. Storage for Bicycles

- All properties should be provided with long stay, secure (overnight) cycle storage facilities.
- Secure and weatherproof cycle storage provision should be provided for flats in appropriate, easily accessible locations, incorporating good design principles.

External or Communal Bicycle Storage

- Cycle parking (including that for visitors) should allow for the frame and both wheels to be locked to the fixture. Cycle stands which only grip the cycle by a wheel are not recommended as they offer only limited security and can result in damage to wheel rims.

Visitor Parking/Cycle Storage

- With the exception of small residential developments visitor parking will normally need to be considered and incorporated within a planning proposal. Visitor parking shall be unallocated and individual site circumstances will be considered to ascertain whether on-site visitor parking would be required. An allowance of 20% should be made for visitor parking.

17. Motorcycle Parking

- As a general rule, one motorcycle space should be provided per every 25 car parking spaces on the site.

18. Electric Vehicles

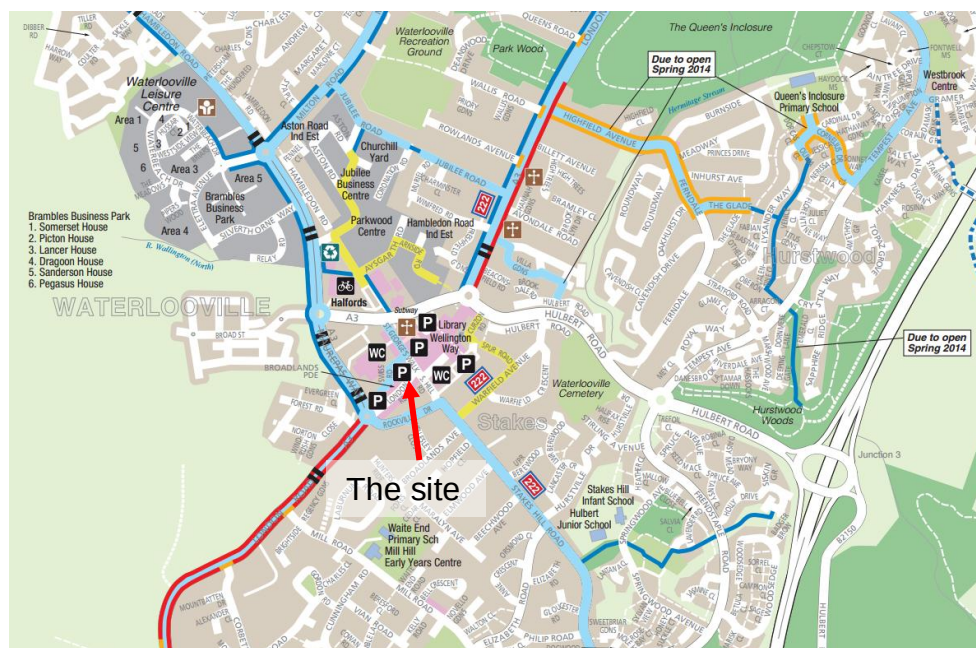
- The NPPF states that there is an overall need to reduce the use of high-emission vehicles.
- Electric charging points and parking for mobility scooters should be provided in new residential developments in a convenient location at ground floor level where possible. This particularly applies to flatted developments and elderly peoples housing where it may be difficult for occupants to charge scooters within the property itself.

Site accessibility, sustainability and public transport

19. The site lies at the heart of the town centre. Waterloo ville town centre offers an extensive range of goods and services within easy walking distance of the site including a number of large stores representing major national retailers including Waitrose, ASDA and Sainsburys.
20. London Road and Hulbert Road in front of the application site have benefitted from major investment in recent years with widened footways and access restricted to buses only, including those providing high frequency services to Havant town centre and the railway station and to Portsmouth via Cosham with its railway station.
21. Within Waterloo ville there are good employment opportunities both in the town centre and on nearby business parks (e.g. Brambles Park) and industrial estates (e.g. Aston Road).
22. With excellent access to a wide range of goods and services, employment, healthcare and public transport it is concluded that the site is in a very accessible location, one where a good quality of life could be maintained without the necessity of access to a car.

Cycling

23. The figure below, reproduced from the Havant Borough Council cycle map, shows that the site sits at the heart of a network of formal and advisory cycle routes, facilitating journeys by cycle.



Cycle Parking

24. The SPD sets a cycle parking standard of 1 and 2 long stay cycle parking spaces for 1 and 2 bedroom dwellings respectively; short stay cycle parking provision is suggested at 1 space per dwelling irrespective of size. The SPD includes a qualification that "for large flatted developments a reduction in the cycle parking/storage provision standards may be acceptable.
25. For 19 one bedroom flats and 11 two bedroom flats this equates to 41 long-stay spaces (less any reduction acceptable to the local planning authority) and up to 30 visitor cycle spaces.
26. The proposal includes a mix of cycle stores within individual flats and, where this is not possible or impractical, a secure store at ground floor.

Flat one (ground floor) has a secure store beneath the stairs to the upper flats. A schedule of the remaining 29 flats and their residents' cycle parking provision is included as Appendix 1. Of these 29 flats 20 are accessible by the lift and of those 15 will have an internal cycle store. The remaining five flats which are accessible by lift and the nine flats without lift access are to be provided with a secure external store at ground level.

27. For short stay visitor parking three Sheffield racks will be provided within the site to the south-west of the electricity sub-station and the applicant is prepared to meet the reasonable costs of the local authority to provide up to a further three Sheffield racks in London Road close to the main entrance to the building.

Car Parking (Residents)

28. The accommodation comprises 19 one bedroom flats and 11 two bedroom flats; three of the flats are provided to give full wheelchair access.
29. The new SPD sets a standard requirement across the Borough of a minimum of 0.9 spaces and 1.3 spaces for one and two bedroom dwellings where parking is unallocated/communal. This equates to 31 parking spaces. However for WaterlooVille Town Centre a lower requirement of 0.6 and 1 space per one and two bedroom dwelling is set as a maximum provision giving a maximum provision of 22 parking spaces and this is one of the areas where the policy in the forthcoming SPD supports even zero vehicle parking where this would maximise the use of land and discourage the use of private motor vehicles (paragraph 3.05).

30. The existing parking within the site is leased to existing tenants of the building whose leases are unaffected by the proposed development.
31. Preliminary designs for the scheme established that even with some limited demolition it would only be possible to provide a small number of new parking spaces. A significant level of under-provision (compared to not only the demand-led 31 spaces but also the restrictive 22 spaces) was considered to be potentially counter-productive in the policy context of seeking to reduce car ownership and use in the highly accessible town centre, likely to give future residents an expectation of parking being available with a high likelihood of demand then exceeding availability. This might then result in problems of management with residents making unauthorised use of spaces leased to business tenants, obstruction of access for the businesses and other residents and other inconsiderate parking behaviours.
32. The proposal is that the development will be almost car-free with three on-site parking allocated to residents of the three flats specifically designed for easy wheelchair access throughout. There will be no car parking for use by residents of the other flats or for visitors.
33. The 2011 National Census provides information on car ownership by household for houses and flats in owner-occupier, shared ownership and rented tenure. From the 2011 Census it has been established that more than 40% of owner-occupiers and 65% of tenants of small (two and three room) flats are not car owners (see Appendix 2). It can be deduced that there is a substantial pool of potential households (owner-occupiers or tenants) where the absence of car parking in this highly accessible location would not be a disincentive to taking up residence.
34. For households where car parking is considered necessary or essential there are a number of new developments where this is being accommodated including the extensive new development taking place nearby at Bere Wood.

Car Parking (Visitors)

35. Although there will be no on-site parking for visitors there are a number of car parks where visitors are able to park provided they meet the land owners' conditions including the Rockville Road public car park (pay and display 8am-6pm Monday-Saturday) which is accessible via a pedestrian path between properties on the south side of London Road almost opposite the site, Wellington Way (pay and display 8am-6pm Monday-Saturday limited to 3 hours) and to the rear of the building the ASDA customer supermarket (limited to 2 hours, no return for 3 hours).

36. There is also a limited amount of short term parking on the south side of London Road restricted to 30 minutes with no return within 2 hours.

Motorcycle parking

37. Two dedicated motorcycle parking spaces with secure fixing points for locks will be provided to the rear of apartment 1.

Electric vehicles

38. The development proposes a store for three large mobility scooters (1 per 10 flats) including provision for recharging the batteries.

Trip generation and distribution.

39. In a report presented to its Executive on the 22nd October 2008 related to the Hampshire County Council Transport Contributions Policy officers advised members that for residential land uses contributions were to be based on the following household occupancies and multi-modal trip rates:

Bedrooms	Household Occupancy	Multi-modal Trips (per dwelling)
1	1.3	3.7
2-3	2.42	7

40. These figures derive from a comprehensive paper prepared by the council in September 2007.
41. Based on these figures the 19 one bedroom flats and 11 two bedroom flats would generate a total of 147 trips per day approximately 15 of which can be expected to occur in each of the morning and evening peak hours. These trips can be expected to be almost wholly walking, cycling or by bus/taxi/private hire.

Servicing

42. All servicing will take place from the existing service area to the rear of the building accessed from Swiss Road. Exceptionally it may be necessary for large vehicles to make deliveries or collections from London Road and this is permitted under the traffic regulation order that controls access to the substantially bus-only area "No vehicles except buses, goods vehicles over 5T mgw and for loading in marked bay".

Travel Plans

43. On-site car parking will be provided only for residents occupying the flats specifically designed and designated for people with disabilities - there will be no on-site parking for residents of the other flats. Often

where there is a level of parking provision significantly below the expectations of the local planning authority (as set out in policy guidance) the local planning authority will require the developer to submit a formal Travel Plan setting out measures that will be implemented to reduce unnecessary and avoidable use of cars and by inference increased levels of walking, cycling and use of public transport.

44. In this location the local planning authority policy for WaterlooVille Town Centre is that " proposals will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF" the justification being " WaterlooVille Town Centre provides a variety of bus routes across the Borough and beyond to Portsmouth. The town centre also provides a range of shops and services which lessen the need for individual travel".
45. Secure, long stay cycle parking in excess of the council's minimum requirements will be provided, the council recognises there are excellent public transport links within a short walk of the site (with the widespread use of smartphones now making access to public transport information fast and convenient) and the main entrance to the building opens into the high street of the town centre. For the majority of the flats no on-site parking is being provided and importantly there are no convenient, free on or off-street long stay parking facilities to provide an alternative; the flats will best suit future residents who do not, and do not wish to, own or have regular access to a car but do value the excellent access to public transport and the wide range of goods and services that this development affords.
46. The purpose of a Travel Plan is to encourage greater use of sustainable transport modes in substitution for journeys that otherwise would have been undertaken as car trips. For this development the location and absence of car parking opportunities positively discourage car ownership and use.
47. For the reasons given above it is considered that in this location a formal Travel Plan is unnecessary.

Summary and Conclusions

48. The application is for 19 one bedroom and 11 two bedroom flats.
49. The site is located in a highly sustainable location, one where the local planning authority recognises that residential development without the benefit of on-site car parking may be acceptable.

50. On-site car parking will only be provided for residents of the three flats specifically designed for easy wheelchair access throughout. No other parking will be provided for residents but it has been demonstrated that between 40% and 65% of household expected to occupy one or two bedroom flats are non-car households and flats in this location are likely to be particularly attractive to such households in view of the excellent accessibility both to frequent and comprehensive public transport services (bus) and the wide range of goods and services available within a short walk of the site. Public car parking is available for visitors within a short walk of the Clock House building.
51. Cycle parking for residents and their visitors meets the council's expectation for large flatted developments.
52. Two dedicated motorcycle parking spaces will be provided.
53. Other than in exceptional circumstances all servicing will take place from the existing service yard of Swiss Road.
54. It is concluded that the proposal is consistent with national and council policy and acceptable in highways and traffic terms.

Appendix 1

Schedule of residents' cycle storage.

Apartment No	Bedrooms	Internal storage	Lift Access?	Internal store and lift?
6	2	Y	Y	Y
7	1	Y	Y	Y
8	1	Y	Y	Y
9	1	Y	Y	Y
10	1	Y	Y	Y
11	2	Y	Y	Y
12	2	Y	Y	Y
13	2	Y	Y	Y
14	1	Y	Y	Y
18	1	Y	Y	Y
19	1	Y	Y	Y
25	1	Y	Y	Y
26	2	Y	Y	Y
27	2	Y	Y	Y
28	1	Y	Y	Y
2	1	N	N	
3	1	N	N	
4	1	N	N	
5	2	N	N	
15	1	N	N	
16	1	N	N	
17	2	N	N	
20	2	N	N	
21	1	N	N	
22	2	N	Y	
23	1	N	Y	
24	1	N	Y	
29	1	N	Y	
30	2	N	Y	

Appendix 2

55. The 2011 National Census provides information on car ownership by household for houses and flats in owner-occupier, shared ownership and rented tenure. An extract from the 2011 Census for flats in the Borough of Havant is reproduced as Table 1.

Table 1 - Extract from 2011 National Census

Accommodation type and tenure by no. of rooms per household & no. of cars per household						
Havant	Number of cars or vans					
FLATS BY	Total	None	One	Two	Three	Four or more
Owner occupied						
2 rooms	186	74	95	17	0	0
3 rooms	762	314	370	70	5	3
Shared ownership						
2 rooms	5	5	0	0	0	0
3 rooms	17	10	4	3	0	0
Rented (social & private)						
2 rooms	750	482	244	21	0	3
3 rooms	1949	1282	600	63	4	0

56. From that table the percentage of households without cars in 2 and 3 room flats (i.e. 1 and 2 bedroom flats) can be calculated - Table 2. (Flats in shared ownership have been excluded because of the small sample size).

Table 2 - Car ownership in households in 2 and 3 bedroom flats (%)

	Total	None	One	Two	Three	Four or more
Owner occupied						
2 and 3 rooms	948	41%	49%	9%	1%	0%
Rented (social & private)						
2 and 3 rooms	2699	65%	31%	3%	0%	0%

57. From Table 2 it can be seen that more than 40% of owner-occupiers and 65% of tenants of small (two and three room) flats are not car owners. It can be deduced that there is a substantial pool of potential households (owner-occupiers or tenants) where the absence of car parking in this highly accessible location would not be a disincentive to taking up residence.