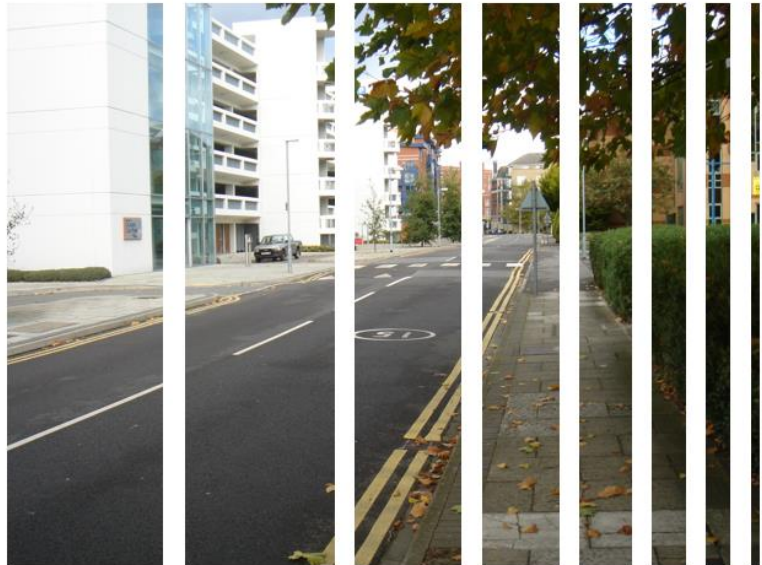




Land at Station Road, Hayling Island

Transport Statement

August 2015
Barratt Homes

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**MIXED USE DEVELOPMENT
LAND AT STATION ROAD, HAYLING ISLAND**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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MIXED USE DEVELOPMENT LAND AT STATION ROAD, HAYLING ISLAND

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1. INTRODUCTION

- 1.1 This Transport Statement has been prepared by Paul Basham Associates (PBA) on behalf of Barratt Homes (BH) to support a full planning application for a residential development of 76 dwellings and 1000sqm of light industrial accommodation (Use B1) on land at Station Road, West Town, Hayling Island. The site location is demonstrated in **Figure 1**, with the site layout attached as **Appendix A**.



Figure 1: Proposed Site Location

- 1.2 The site currently has an extant outline planning permission for 59 residential dwellings and 1250sqm of light industrial accommodation (application reference number: APP/13/00639). This application increases the number of dwellings from 59 to 76 and decreases the light industrial accommodation area from 1250sqm to 1000sqm. Therefore the principle of a mixed use development at this site and location has been previously approved.
- 1.3 The scope of this TS reflects the principles of the recently revoked DfT's 'Guidance on Transport Assessments' (March 2007) reviewing; site accessibility, personal injury accident (PIA) data, the proposed accommodation schedule, car and cycle parking requirements, visibility and access arrangements, servicing, trip assessments and traffic impact assessment on the local road network (LRN).
- 1.4 A Transport Scoping Email (TSE) was submitted to Hampshire County Council (HCC)

Development Control Officers and Havant Borough Council (HBC) Highways Team, which set out the development trip rates, parking strategy, the level of assessment and the offsite highway works. Neither party raised objection to the scope.

- 1.5 A separate Travel Plan (TP) has been prepared as part of the planning application in conjunction with this TS, which seeks to facilitate and promote the use of sustainable transport modes, by providing a package of soft measures, supported by investment in infrastructure. The TP will also include a detailed action plan and mode share targets, based on HCC and HBC Travel Plan guidance.

2. EXISTING CONDITIONS

Existing use and Access Arrangements

- 2.1 The site is currently an empty field previously used as agricultural land with a gated access fronting onto Station Road, West Town. The site is located on the west of West Town, on Hayling Island's peninsula and is bounded by Station Road to the south, Furniss Way (Industrial units) to the west, residential development to the east and greenfield land to the north. The site has good access to local facilities, being within 500m from West Town local centre and on the Stagecoach 30/31 service to Havant and Purbrook.



Figure 2: Site Context

- 2.2 The site is currently accessed by a gated vehicle crossover fronting Station Road. The access is currently overgrown and will be upgraded to a bellmouth arrangement as part of this application, but broadly keeping the access location in the same place.
- 2.3 The existing site and access arrangements are demonstrated in **Photographs 1 and 2**.



Photograph 1: The Site



Photograph 2: Existing access arrangement onto the site

Location

- 2.4 The site is located to the west of West Town, on the north side of Station Road. There is a footway flanking the southern side of the carriageway, as demonstrated in **Photograph 3** however this reduces to substandard width en route towards West Town centre and the footway on the northern side (the proposed development side) is partially missing as demonstrated in **Photograph 4**. The substandard width section of footway to the east and the missing section of footway to the west will both be upgraded as part of the application (See **Section 4**).



Photograph 3: Station Road Environment



Photograph 4: Missing footway to west of site

- 2.5 The local facilities, services and amenities available within West End are illustrated in **Appendix B**. At West Town Centre there is a pharmacy, eateries, butchers, a salon and a convenience store.

- 2.6 Within close proximity of the site there is Mengham Infant School and Mengham Junior School, both located off Elm Grove catering for reception to year 6. There is also a preschool on Cherrywood Gardens approximately 1km from the site. The infant and junior schools are less than 1.5 km from the site, and are approximately a 20 minute walk from the site via St Marys Road, which is facilitated by pedestrian crossing points. The closest secondary school is Warblington School located to the north of site, within a 10km distance and accessible by the bus from the stop on Station Road.
- 2.7 In terms of health provision there are two Doctors surgery off Elm Grove with the closest pharmacies also being on Elm Grove. The nearest dentist is again on Elm Grove, within 1.3km. The nearest hospital is at Queens Alexandra Hospital where there is Accident and Emergency facilities and is located approximately 16km northwest of the site.
- 2.8 The site's proximity to existing local amenities, pedestrian and cycle networks presents a good opportunity to encourage the use of sustainable transport and create a sustainable development.

Pedestrian Network

- 2.9 The local footway network around the site vicinity benefits from a gentle topography.
- 2.10 The site is supported by a continuous footway along the southern side of Station Road towards West Town Centre; however the footway on the northern side of Station Road is not continuous and is in need of improvement as part of this application.
- 2.11 Travelling east along Station Road, the footway on the southern side reduces to substandard width and connects to the local pedestrian network with a series of dropped kerbs and tactile paving provided at the crossing points. The (approximately) 40m section which is of substandard width will be increased to 1.2m wide as part of this application.
- 2.12 Travelling west along Station Road a section of the northern side of Station Road is missing across the frontage of 76-81 Station Road; however this does eventually join up with the existing pedestrian infrastructure on the northern edge of Station Road, including dropped kerbs and tactile paving.
- 2.13 The current pedestrian network on Station Road and West Town centre are demonstrated in **Photographs 5** and **6** respectively.



Photograph 5: Station Road Pedestrian Environment



Photograph 6: West Town centre Pedestrian Environment

Cycle Network

- 2.14 The LRN also benefits from gentle gradients which helps to make cycling a more attractive mode of transport. Furthermore, the National Cycle Network (NCN) 2 is within close proximity of the site which runs between Dover and Cornwall.
- 2.15 More locally, NCN 2 connects Portsmouth, Chichester and Southampton. Towards Hayling Island the route is a mix of on-road and traffic-free routes, with a cycle ride into Portsmouth taking approximately 30 minutes (including a ferry).
- 2.16 Within West Town there is cycle parking facilities and designated/signposted cycle routes. See **Photographs 7, 8 and 9**.
- 2.17 The site is also within immediate proximity of the 'Hayling Billy Trail' which is a 5 mile round trip where all trails are off road. The trail uses the Hayling Billy Coastal Path which runs along the west coast of Hayling Island.



Photograph 7: Cycle Parking in West Town Centre



Photograph 8: Station Road on road cycle route



Photograph 9: Cycle fingerposts

2.18 The cycle routes within the vicinity of the site are summarised in **Figure 3**, with purple lines represent on-road routes, and green representing traffic-free routes.

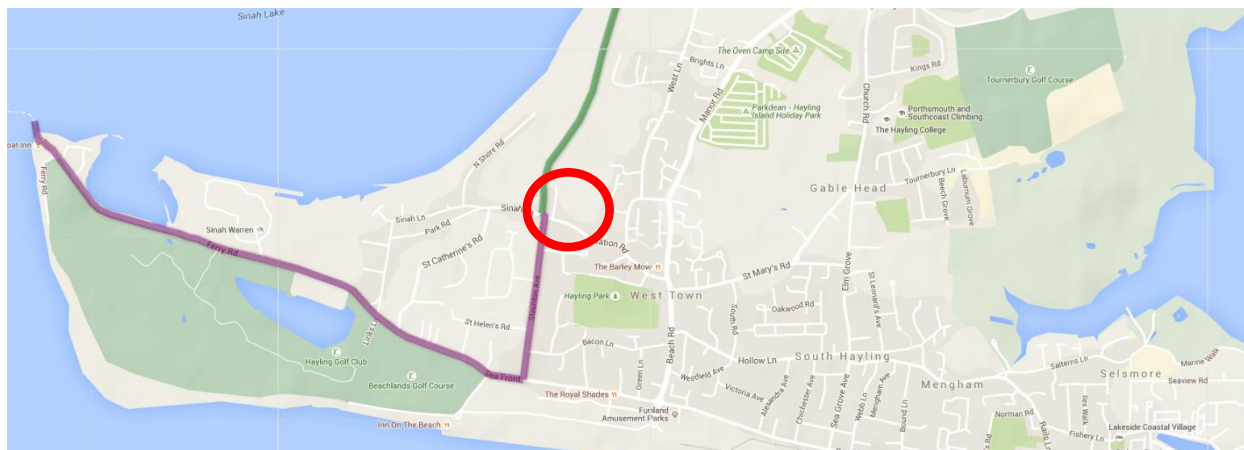


Figure 3: Local Cycle Routes (Map from www.sutrans.org.uk)

Bus Services

2.19 Stagecoach operates a bus service which passes within immediate proximity of the site on Station Road. The core route, Service 30/31 operates at a 15 minute daytime frequency Monday to Saturday and half hourly on Sundays; with evening services at a lower frequency. The local bus service operating close to the application site are summarised within **Table 1**.

Service	Route	Stop	Operator	Frequency		
				Monday - Friday	Saturday	Sunday and Public Holiday
30/31	Purbrook-Havant-Hayling Island-Mengham	Staunton Avenue (SE Bound)	Stagecoach South	Every 15 minutes	Every 15 minutes	Every 30 minutes

Table 1: Local Bus Services

2.20 The closest bus stop is called 'Staunton Avenue (SE Bound)' on Station Road. This bus stop is equipped with a shelter, bench and bus timetables (See **Photograph 10**).



Photograph 10: Staunton Avenue (SE Bound)

2.21 The 30/31 service provides a regular service to Havant and Purbrook running every day of the week. This service connecting Purbrook, Havant, Hayling Island and Mengham provides a realistic opportunity to commuters who may work in the area. A typical journey from West Town to Havant on the 30/31 takes on average 40 minutes.

Rail Services

2.22 Havant Rail Station is located approximately 30 minute cycle via the Hayling Billy Trail and National Cycle Route 2.

2.23 Havant Rail Station is also accessible via the aforementioned bus service and takes approximately 22 minutes.

2.24 The station is equipped with 160 sheltered and secure cycle storage spaces, 286 car parking spaces (including 4 disabled space) step free access, waiting rooms, customer help points, CCTV and daytime (Monday – Sunday) staffing.

2.25 Havant Railway Station provides direct access to destinations including Portsmouth Harbour, Southampton Central, Brighton, Littlehampton, London Victoria and London Waterloo. Trains typically stop at a frequency of one per hour to Littlehampton and London Victoria, two per hour for services to Southampton Central and London Waterloo, two per hour to Brighton and four per hour to Portsmouth Harbour. Journeys to Portsmouth Harbour take approximately 16 minutes with journeys to London Waterloo taking approximately 70 minutes.

2.26 In the AM and PM peaks there are trains roughly every 20 minutes in an easterly direction,

10 minutes in a westerly direction and every 12 minutes in a northerly direction providing opportunities for commuters to Brighton, Portsmouth/Southampton and London Waterloo/Victoria respectively.

- 2.27 Havant Station provides an attractive option for commuters to Brighton, Southampton, Portsmouth or London.

Local Road Network

- 2.28 Station Road is a single carriageway road with an average width of 8.5m to the west of the site and 5.5m wide to the east of the site, which eventually runs through the centre of West Town. Station Road runs east to west from the junction with Manor Road/Beach Road to the east and to the west to the junction with Furniss Way where it continues as Sinah Lane. Station Road is subject to a 30mph speed restriction across the site frontage.
- 2.29 Furniss Way is also a single carriageway road with an average width of 6.5m. Furniss Way is a no through road which joins Station Road at its southern end and is flanked by a 1.7m wide footway on the western side only.

Personal Injury Accident Data

- 2.30 Personal Injury Accident (PIA) data has been assessed to consider the existing safety situation of the LRN. Patterns displayed within this data can be assessed with regards to proximity, frequency and severity of incidents that have occurred which may require further consideration. The PIA data has been collected for a period of 3 years from January 2012 to December 2014 and includes the junctions of Furniss Way/Station Road and Station Road/Manor Road/Beech Road. The results are displayed in **Figure 4**.

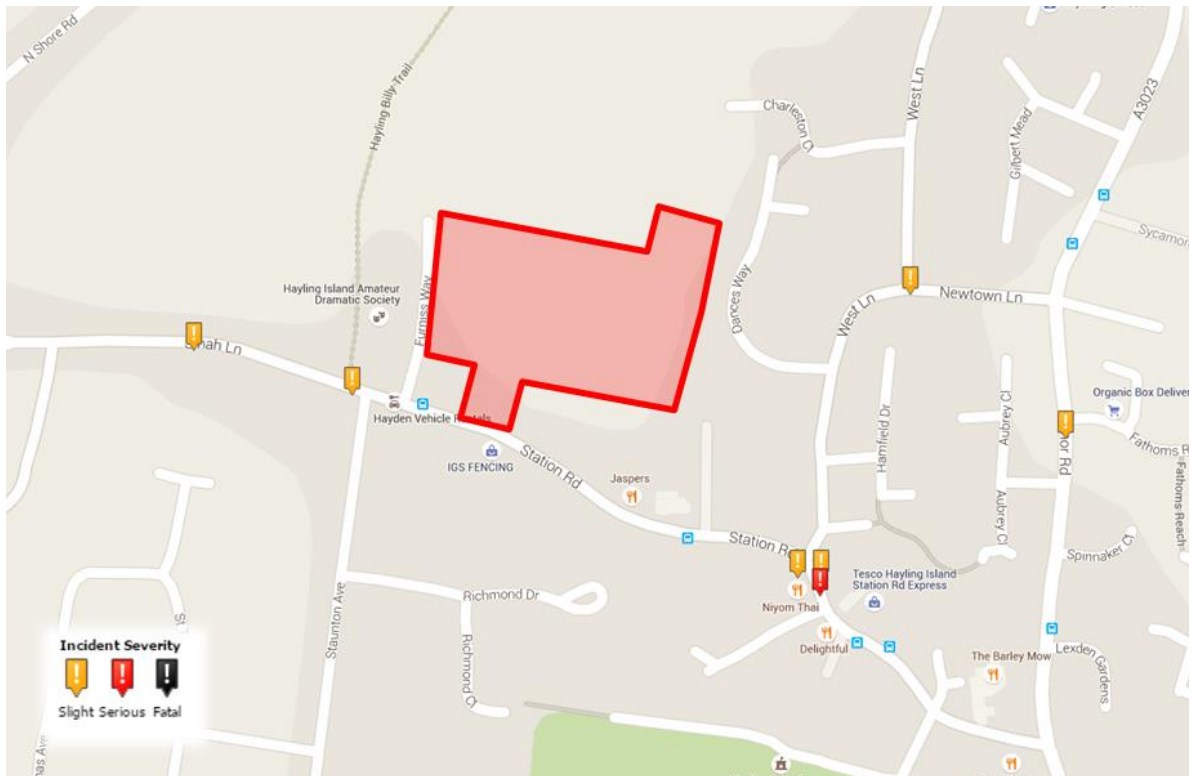


Figure 4: PIA Accident Data

2.31 **Figure 4** illustrates the location and severity of PIA within the local vicinity of the site. Over the analysis period there have been a total of 7 PIAs; there have been 0 fatalities, 1 serious injury accident and 6 slight injury accidents. The frequency and distribution of these PIAs and causation factors do not indicate any cause for concern.

3. PLANNING POLICY

National Planning Policy Framework

- 3.1 Adopted 1st April 2012, the National Planning Policy Framework (NPPF) acts as the central guidance for development planning and replaces all national planning policy guidance including Planning Policy Guidance 13 (PPG13): Transport.
- 3.2 Designed to make the planning system less complex and more accessible, the NPPF gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development', and encourages local planning authorities to 'positively seek' opportunities to meet the development needs of their area.
- 3.3 The NPPF paragraph 32 states:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost- effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."

- 3.4 This TS and accompanying Travel Plan accord with these principles. The NPPF also cites the following as key considerations with regards to transport and development planning to which this proposal's highway approach adhere:

- The development gives priority to pedestrian and cycle movements, and has access to public transport facilities;
- The development has a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians, avoids street clutter, and where appropriate, establishes home zones; and
- The development considers the needs of people with disabilities.

Hampshire County Council Local Transport Plan 3 (LTP3 2011-2031)

3.5 LTP3 sets out HCCs transport strategy and identifies a range of policy objectives, based on the three guiding principles of “developing and supporting stronger communities, maximising wellbeing and enhancing quality of place”. The most relevant policy objectives to this TS are summarised as:

- Continue to work to improve road safety through targeted measures that deliver reductions in casualties and to reduce the impact of traffic on community life and promote considerate driver behaviour
- Work with district authorities to agree coherent policy approaches to parking
- Invest in sustainable transport measures, including walking and cycling infrastructure

Havant Core Strategy

3.6 Policy CS20 ‘Transport and Access Strategy’ of the Havant Borough Council Adopted Core Strategy (CS) (2011) sets out Havant’s transport strategy and identifies a range of objectives whereby development will be permitted it met. Those most relevant to this development are stated below:

- Development will be permitted that: Improves accessibility to goods, services and employment and promotes equality in the transport system;
- Development will be permitted that: Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- Development will be permitted that: Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate

3.7 In addition, policies DM11 and DM12 of HBC’s CS respectively note:

- 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; and
- New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change

Planning History

- 3.8 As aforementioned, the site has an extant outline planning permission for up to 59 dwellings and 1250sqm of light industrial accommodation under reference number APP/13/00639.
- 3.9 The permission was subject to compliance with the following highways conditions:
- Any single garage/car port shall measure a minimum of 6m by 3m and be constructed as such and made available for the parking of motor vehicles at all times.
 - The garages hereby permitted shall be retained and kept available for the parking of cars at all times and shall not be converted to living accommodation without prior written approval of the Local Planning Authority
 - No development hereby permitted shall commence on each phase until plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections)...
 - The residential development shall not commence until such time as the details of the access arrangements for the site access onto Station Road have been submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until such time as the access has been completed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority.
 - The employment development shall not commence until such time as the details of the access arrangements for the site access onto Furniss Way have been submitted to and approved in writing by the Local Planning Authority. No employment floor space shall be occupied until such time as the access has been completed in accordance with the approved details unless otherwise agreed in writing with the Local Planning Authority
- 3.10 The result of the outline application has informed this TS and the associated TP, and also the offsite highway works.
- 3.11 Within the locale, there is also an extant full planning application (application reference number: APP/14/01228) for 3 office units and 5 dwellings on land north of Station Road some 70m east of the proposed site. This approved application proposes a direct pedestrian link to Station Road which could be utilised as by residents of the this proposed development to facilitate pedestrian movements.

4. PROPOSED DEVELOPMENT

- 4.1 The proposed development would consist of 76 dwellings with a single vehicle access from Station Road and 1000sqm of light industrial accommodation with an 'in and out' arrangement on Furniss Way. The residential development will be a mix of private and affordable unit, with 30% affordable and 70% private. A summary of the residential accommodation schedule is provided within **Table 2**, whilst the proposed development site layout is included as **Appendix A**.

Affordable Housing		Market Sale Housing		Total
Type of dwelling	Affordable	Type of dwelling	Market Sale	
1 Bedroom	4	1 Bedroom	0	4
2 Bedroom	8	2 Bedroom	14	22
3 Bedroom	10	3 Bedroom	21	31
4+ Bedroom	1	4+ Bedroom	18	19
Total	23		53	76

Table 2: Accommodation Schedule

- 4.2 The light industrial accommodation would comprise of 8 small units, intended for use by small start-up companies.

Access Arrangement

- 4.3 The residential part of the development would be served by a single vehicular access point onto Station Road broadly utilising of the existing access location. The access would take the form of a bellmouth flanked by pedestrian footways either side. The bellmouth access would measure 6m in width supported by a 6m corner radii, allowing two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles to safely enter the site. This access design and location was approved through the site's previous application and has recently been reconfirmed as acceptable at the pre application stage. The access would be constructed to HCC adoptable standards. The proposed access arrangement for the residential accommodation is demonstrated in **Appendix C**.
- 4.4 A visibility assessment based on Manual for Streets guidance for 30mph has been

completed. Visibility splays of 2.4m x 43m are achievable in both the primary and secondary direction and are attached as **Appendix C**. These visibility splay lengths were confirmed as acceptable for the residential development through the sites previous outline application however due to the road alignment greater visibility than 43m would be achievable.

- 4.5 The consented scheme to the south (APP/14/01225) proposed a pedestrian link to Station Road. This development will provide a link up to the site boundary that could be linked to this pedestrian route to Station Road if the consented schemes footway is built.
- 4.6 The light industrial accommodation would be served by an 'in and out' access arrangement via Furniss Way, which would facilitate large vehicles movements around the site. The 'in and out' would both be of a bellmouth arrangement and would be approximately 10m wide to ensure larger vehicles can enter and exit the site. The 'in and out' arrangement would also be adequately signed to highlight an entry and exit point. The proposed access arrangement for the light industrial accommodation is demonstrated in **Appendix D**.
- 4.7 The separate 'in and out' arrangement via Furniss Way differs from the site's previous application which had a single central point of access for the industrial development. The currently proposed arrangement does offer better circulation for large service vehicles and reduce the need for onsite manoeuvring.
- 4.8 For the industrial accommodation, a separate visibility assessment for 30mph has been completed. The 'out' access has been assessed and can achieve visibility splays of 2.4m x 43m. This visibility splay is attached as **Appendix D**.

Internal Layout

- 4.9 The internal carriageways would be designed to adoptable standards with the spine road providing a 5.5m, then 4.8m wide carriageway width supported by 2m footways in line with MfS guidance. The carriageway geometries would provide sufficient space for a car and larger vehicle (e.g. refuse vehicle) to pass.
- 4.10 Within the site there are raised tables demarcated by a change in surface materials which will help achieve the proposed speed limit of 20mph.
- 4.11 In accordance with MfS design guidelines, all carriageway bends within the internal site design would achieve the required inter-visibility for vehicles travelling up to 15mph, supported by planting maintained below 600mm in height (See **Appendix E**).

Refuse and Servicing

- 4.12 Servicing of the site is provided with adequate layout design which includes a loop road to remove the need for turning heads, therefore ensuring such vehicles can enter and exit the proposed development site in a forward gear. A vehicle tracking exercise demonstrating the refuse vehicle entering and exiting the site in a forward gear is attached as **Appendix F**.
- 4.13 Access to all dwellings can be achieved within 45m of the proposed units and would not require emergency vehicles to reverse more than 20m, in line with Building Regulation requirements.

Parking

- 4.14 The parking strategy for the residential section of the site would be in line with Havant Borough Council's Parking Standards SPD (March 2010) for allocated parking and shared/communal parking. The parking standards compared to the developments provision is included in **Table 3**.

Type of dwelling	Number of dwellings	Standards (allocated)	Standards (unallocated)	Total Provision
1 Bedroom	4	1	0.9	
2 Bedroom	22	2	1.3	
3 Bedroom	31	2	1.9	
4 Bedroom +	19	3	2.4	
TOTAL	76	N/A	N/A	178

Table 3: Car Parking Provision

- 4.15 The residential development would provide a total of 178 spaces. Of the 178 spaces, 171 are intended for use by the residents with 7 spaces intended for visitor parking use. This equates to 4% of spaces retained for visitor use. HBC do not outline specific guidance for the level of visitor parking however Barratt Homes propose this level as appropriate for the scale and location of the development so as to reduce the likelihood of casual on street visitor parking.
- 4.16 HBC's parking SPD also outlines cycle parking/storage standards which are identified in **Table 4**.

Type of dwelling	Total number of dwellings	HBC Cycle Long Stay	HBC Short Stay	Development Provision
1 Bedroom	4	1	1 loop/hoop per unit	4
2 Bedroom+	72	2	1 loop/hoop per unit	144
TOTAL		N/A	N/A	148

Table 4: Cycle Parking/Storage - Residential parking standards

4.17 Cycle parking would be provided within garages, where applicable, or within sheds in the rear gardens where no garages are proposed.

4.18 The level of car parking for the light industrial accommodation has been assessed against HCC's 2002 parking standards of 1 space per 45sqm. This results in a total provision of 22 spaces (including two disabled bays). 4 cycle spaces are also proposed for the light industrial units with further ability to accommodate cycles within the buildings if needed/required.

4.19 The development would also be supported by a Travel Plan which would assist in regulating the parking levels and ensuring there is no overspill of parking on to the LRN.

Offsite Highway Works

4.20 As part of the developments application and in keeping with the site's extant outline planning permission, offsite highway works are proposed to facilitate pedestrian movements between the site, bus stops and West Town local centre. The highway designs are included as **Appendix C**.

4.21 In summary, the works include;

- Narrowing the carriageway to 6.8m and providing a 2m wide footway to the west of the site on the northern section of Station Road which will connect to the existing pedestrian infrastructure and bus stop
- Widening the southern footway on Station Road to 1.2m to the east of the site en route towards West Town local centre to the east of the site
- Providing two pedestrian crossing points (tactile paving and dropped kerbs) to the east and west of the site.
- Remove the central marking, provide new 516 sign 'Road narrows on both sides ahead' and provide a short section of buff coloured anti-skid surfacing on Station Road approximately 100m east of the site
- Provide a footway on the eastern side of Furniss Way and a pedestrian crossing to facilitate pedestrian movements in and out of the industrial development.

- 4.22 An independent Stage 1 Road Safety Audit (RSA) was completed as part of the site's previous outline application. The offsite highway works have not materially changed as part of this application, and this Stage 1 RSA is therefore considered appropriate for the highways design and is included as **Appendix G**, which also includes a copy of the previously approved plan.
- 4.23 These offsite works intend to aid pedestrian movements to and from the site whilst also provide a traffic calming feature which will assist in reducing the speeds on a narrow bend.
- 4.24 HCC and HBC have been consulted as part of the pre-application process and confirmed the principles established with the outline consent remain valid and appropriate for this revised scheme.
- 4.25 These works will have a strategic benefit to existing users of Station Road, not only the proposed site users.

5. TRIP GENERATION AND ASSIGNMENT

Trip Generation

- 5.1 In order to establish the number of trips the proposed development will generate, the approved trip rates from the site's extant planning application have been used. A comparison of the trip generation for the proposed development relative to the consented scheme is outlined in **Table 5**.

		AM Peak (0800-0900)		PM Peak (1700-1800)	
		Arrivals	Departures	Arrivals	Departures
Consented Scheme	Trip Rate (Residential Housing)	0.146	0.386	0.376	0.237
	Trip Generation (59 Units)	9	23	22	14
	Trip Rate (Small Industrial Unit per 100m ²)	0.84	0.36	0.24	0.81
	Trip Generation (1,250 m ²)	10	5	3	10
	TOTAL	47		49	
Revised Scheme	Trip Generation (76 Units)	11	29	29	18
	Trip Generation (1000m ²)	8	4	2	8
	TOTAL	52		57	

Table 5: Trip Generation

- 5.2 The proposed development would likely generate in the order of 52 two way vehicle movements during the AM (0800-0900) peak and 57 two way vehicle movements during the PM (1700-1800) peak. This would result in generating less than 1 additional vehicle per minute during the AM and PM peak relative to the greenfield site.
- 5.3 Overall the revised proposals would result in an increase of 5 vehicle trips in the AM Peak and 8 vehicle trips in the PM peak. The net impact of the revised proposals compared to the consented scheme is therefore negligible and would not cause a 'severe' impact on the LRN.

6. CONCLUSION

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Barratt Homes to support a full planning application for 76 dwellings and 1000sqm of light industrial accommodation on land at Station Road, Hayling Island. The scope of the TS has been guided by pre-application feedback with HBC on a scoping email produced by PBA.
- 6.2 The development site located 500m to the west of West Town local centre with essential facilities and services. National Cycle Network 2 runs within close proximity of the site and the gentle topography of the area offers an attractive route for commuters travelling towards Portsmouth (via a ferry). The site is also within immediate proximity of the Stagecoach 30/31 service which offers a frequent service to Havant and Purbrook
- 6.3 The proposed development incorporates car parking provision informed by HBC standards for the residential element and HCC standards for the light industrial use. The parking demand will be catered for by off-street parking and therefore should not impose any significant pressure on-street. The proposed development site also provides an appropriate quantum of cycle parking in line with HBC parking standards, to encourage the use of sustainable transport.
- 6.4 Refuse collection would take place on site, for both the residential and light industrial use. The carriageway width at 5.5m then reducing to 4.8m is such that vehicles can pass a large refuse vehicle during servicing. The proposed development ensures efficient and appropriate access for service and emergency vehicles.
- 6.5 The residential element would have a single bellmouth arrangement access direct from Station Road which is 6m wide and supported by a 6m wide radius. The industrial element would have an 'in and out' arrangement which would facilitate large/heavy goods vehicle movements on site.
- 6.6 As part of the application there are a number of proposed offsite highway works. These include upgrading footways on Station Road to ensure they are of a minimum 1.2m wide and are continuous, introducing traffic calming 100m to the east of the site where Station Road is narrow and providing a small section of footway and Furniss Way associated with the industrial development and a pedestrian crossing to aid pedestrian movements in and out of the site.

- 6.7 Based on the trip rate assessment the local road network will not experience more than 1 additional vehicle trip per peak period minute, with AM and PM peak period vehicle trips equating to 52 and 57 respectively. These proposals result in 5 additional trips in the AM peak and 8 additional trips in the PM peak when compared to the extant planning permission. With the marginal increases in traffic when compared with the previously consented scheme the highway impact is not considered 'severe' and would not have a detrimental impact on the operation of the Local Road Network.
- 6.8 This TS has assessed the highways aspects of the proposed development and found it to be well located to maximise journeys by sustainable modes of transport, and will have minimal impact on the operation of the local road network. We therefore encourage HBC Highways to look favourably upon this application in highway terms.