



Transport Statement

**in support of
development at
New Lane/Eastern Road
Havant**

Transport Statement prepared by

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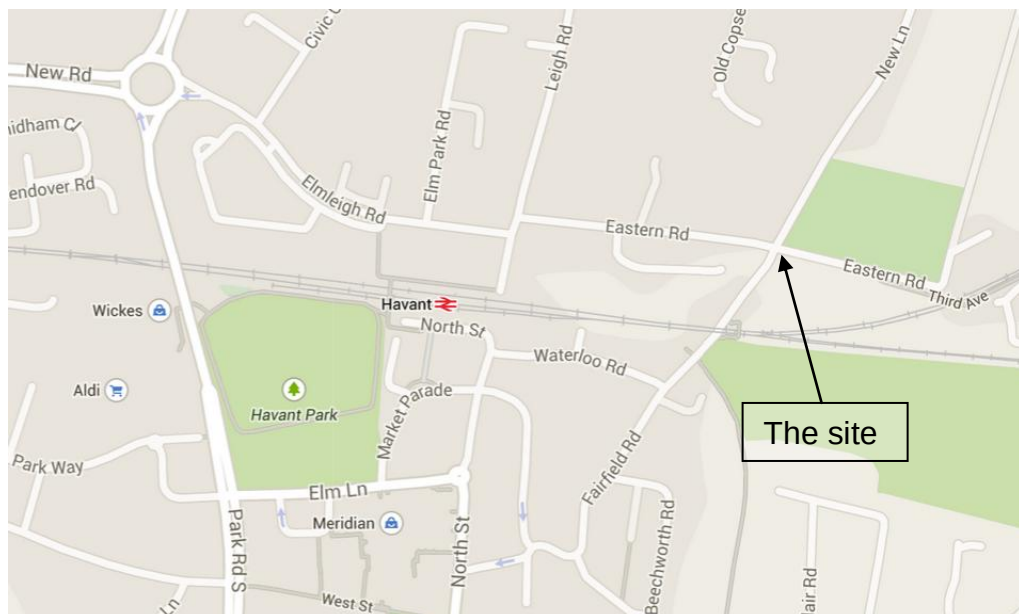
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The development proposal

1. The proposed development comprises 24 one bedroom and 17 two bedroom flats in three blocks with associated car parking and cycle storage on a site currently used for commercial purposes including plant hire and for waste recycling including aggregates and soil storage. The application is submitted on behalf of REL Winchester Ltd. For the purposes of this statement the relevant drawings submitted with the planning application are 15.2094.100, 103, 106 and 109.
2. The proposed development was subject to formal pre-application discussions with officers of the council whose comments were provided in a letter dated 9th September 2015. The highways matters raised and a response are included as an addendum to this transport statement. Subsequently at the request of Havant Borough Council officers in February 2016 an additional 2 flats were added to the scheme. These additional units are reflected in this transport statement.

Site location

3. The site lies on the south-east corner of the junction between New Lane and Eastern Road, Havant.
4. Recently highway widening has taken place on New Lane between the level crossing and Waterloo Road to increase carriageway width and eliminate a bottleneck from queuing vehicles occurred before the crossing gates were raised.



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. Havant Borough Local Plan (Allocations) describes the site as "Next to Havant Train Station and within walking distance of the bus station" and "Within walking distance of Havant Town Centre and local schools" describing the site as being in a highly sustainable location".

Site accessibility, sustainability and public transport

12. The site lies approximately 0.3m from Havant town centre via Waterloo Road and North Street, a walk of approximately 5 minutes. Havant town centre has a wide range of shops and services together with a mainline railway station (direct and frequent services to London, Portsmouth, Southampton, Brighton etc) and a modern bus station providing services throughout the Havant travel-to-work area and beyond facilitating good access to employment opportunities beyond those immediately available in and around the town centre including on the New Lane industrial estate.
13. The site is within walking distance of a number of local schools including Fairfield Infants School, Warblington School and Havant College. Havant Health Centre, the Civic Plaza and the Leisure Centre are all within a short walk of the site.
14. There is a Waitrose supermarket within the town centre, a Lidl and a Tesco Extra to the west of Park Road, 10-15minutes walk from the site.
15. 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

16. The site lies within an extensive cycle network. There is a marked cycle path from the railway gates to Havant Station where there is secure cycle parking. Immediately south of the railway gates the Hayling Billy Trail provides a substantially traffic free cycle route to Langstone and Hayling Island. There are cycle lanes in both directions on New Lane. A ramped footbridge to the east of the site gives access to the "Avenues" in Denvilles, a network of quiet residential streets and there is a similar network of quiet roads on either side of East Street.

As far north as Bartons Road the area is very flat and the South Coast has a mild climate conducive to cycling.

Highway Safety

17. A search on the Crashmap website (<http://www.crashmap.co.uk>) revealed a single accident in the vicinity of this site - on the 12th October 2012 one slight injury resulting from a collision between two vehicles. There is no significant accident risk associated with immediate area of the application site.

Car Parking (Residents)

18. The accommodation within the three blocks is arranged as follows:

Table 1 - Distribution of flats by number of bedrooms

	1 bed	2bed	Total
Block A	16	6	22
Block B	2	9	11
Block C	6	2	8
Total	24	17	41

19. The Havant Borough Council SPD on Residential Parking and Cycle Provision (March 2010)¹ sets a standard requirement of 0.9 spaces and 1.3 spaces for one and two bedroom dwellings where parking is unallocated/communal. The parking requirement at this standard is calculated in the following table:

Table 2 - Parking spaces required to meet HBC standard

	1 bed	2bed	Total
Space(s)/unit	0.9	1.3	
Block A	14.4	7.8	22.2
Block B	1.8	11.7	13.5
Block C	5.4	2.6	8
Total	21.6	22.1	43.7

20. The development will provide 41 spaces on-site. Pre-application consultation has indicated that the shortfall of three spaces is acceptable in this location, within a short walk of the town centre.

Car Parking (Visitors)

21. Manual for Streets paragraph 8.3.22 comments "Research indicates that no additional provision needs to be made for visitor parking when a significant proportion of the total parking stock for an area is

¹ Between the 10th July 2015 and 14th August 2015 Havant Borough Council is carrying out public consultation on a new SPD for car and cycle parking standards. This report has been prepared under the adopted SPD at July 2015.

unallocated.

22. Most of the surrounding roads are covered by restrictions prohibiting parking at any time or daytime weekdays (parking is permitted in New Lane north of Eastern Road evenings and weekends). The exception is 80m of on-street parking on the north side of Eastern Road immediately to the north of the site, where there is capacity for approximately 16 vehicles. Parking here is restricted to a maximum of 2 hours between 8am and 6pm Monday to Saturday but unrestricted at other times.
23. A number of spot surveys have been carried out to determine the use made of that parking. All surveys were on days with fine, dry weather as there was an expectation that this car parking might be a facility for visitors to the adjacent churchyard.

Date	Day	Time	No. of Vehicles Recorded
29 th May 2015	Friday	12:30	3
29 th May 2015	Friday	18:00	1
30 th May 2015	Saturday	11:45	2
30 th May 2015	Saturday	12:30	5
30 th May 2015	Saturday	15:00	0
1 st June 2015	Monday	10:45	3
1 st June 2015	Monday	12:45	6
1 st June 2015	Monday	18:30	1
3 rd June 2015	Wednesday	12:30	6
3 rd June 2015	Wednesday	17:00	2
3 rd June 2015	Wednesday	19:30	1
8 th June 2015	Monday	23:00	1
14 th June 2015	Sunday	10:30	1
14 th June 2015	Sunday	12:30	0
14 th June 2015	Sunday	16:00	1

24. It is concluded that the car parking on the north side of Eastern Road, east of New Lane, is lightly used; the availability of this parking can provide a facility for any overspill parking, particularly for visitors, at times of exceptional demand, which might be expected to be evenings and weekends.

Cycle Parking

25. Each block is provided with one or more communal cycle stores. 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.

26. The baseline parking requirement based on the SPD guidance and the provision for each block for long stay storage is shown in the following table.

Table 3 - Cycle parking

	1 bed	2bed	Total	Provision
Spaces/unit	1	2		
Block A	16	12	28	24
Block B	2	18	20	18
Block C	6	4	10	8
Total	24	34	58	50

27. Block A and block C provide 24 and 8 cycle spaces respectively in communal cycle stores. Block B provides 10 cycle spaces in a communal store and parking for two cycles in a designated area within each of the four ground floor flats, giving a total of 18 cycle spaces for that block.

28. Short stay/visitor cycle parking is provided by means of Sheffield racks provided at the entrances to each block providing 8, 4 and 4 spaces close to the entrance to blocks A, B and C respectively.

Trip generation and distribution.

29. 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

30. These figures derive from a comprehensive paper prepared by the council in September 2007. These figures are consistent with a commonly applied estimate of daily vehicle trips attributed to residential developments of mixed units of up to four bedrooms of 7 vehicle trips per day with 10% occurring in the peak hours.

Table 4 - Trip generation

	1bed	2bed	Total
No	24	17	41
Rate	3.7	7	
Trips	88.8	119	208

31. Based on these figures the 24 one bedroom flats and 17 two bedroom flats would generate a total of 208 trips per day approximately 21 of which can be expected to occur in each of the morning and evening peak hours. A proportion of these trips must be offset against the trip generation arising from the existing commercial activity on the site.
32. In view of the location of the site, and particularly the proximity of the railway station and town centre, a proportion of these trips can be expected to be by more sustainable modes but even if all the trips were by car with trips likely to be distributed across New Lane towards Crosslands Drive/Bartons Road), Eastern Road/Elmleigh Road and New Lane/Fairfield Road (to/from East Street) any increase in trips arising from the development would not have a significant impact on the local highway network.
33. Closing the existing access to the site from New Lane and reinstating this as footway will be beneficial to pedestrians by providing improved continuity of footway.
34. In view of the close proximity of the railway crossing some consideration on the impact of this development on queue lengths when the gates are close is warranted. The existing site has accesses directly to New Lane, both to the interior of the site and to parking spaces on the New Lane frontage. Vehicles queuing southbound in New Lane have to allow for these accesses. The proposed development takes access only from Eastern Road resulting in an increased capacity to queue in New Lane southbound between Eastern Road and the railway crossing. For northbound traffic, the closure of the existing crossing will eliminate vehicles travelling north turning from New Lane into the site or adjacent parking spaces potentially delaying following traffic and reducing any risk of vehicles stopping within the railway crossing barriers.

Residential Travel Plan

35. The site is one where walking and cycling could make a positive contribution to reducing unnecessary use of cars, reducing pollution and congestion and making a positive contribution to improving the health of the nation. There are already extensive networks of footpaths and cycle routes and both the train and bus station are within a short walk of the site along well lit paths with good casual surveillance.

36. The site provides adequate, secure cycle parking and storage to meet the anticipated requirements of residents and their visitors. The scale of the development and its location would not make a requirement for a formal residential travel plan appropriate

Servicing

37. All regular servicing including local authority waste and recycling collections will take place from Eastern Road. An on-site management arrangement will arrange for bins from the satellite bin stores to be brought to the under-croft area on collection day and returned after emptying.

Summary and Conclusions

38. The application is for 24 one bedroom and 17 two bedroom flats.
39. The site is located in a highly sustainable location, a short walk from the town centre, the bus station and the railway station with schools and medical facilities nearby. A network of cycle routes radiate from the site.
40. Forty-one car parking spaces are provided on-site for shared/communal use. This level of provision is in accordance with the council's guidelines. There is on-street parking available on the north side of Eastern Road and surveys have established this is very lightly used evenings and weekends, the times when residential parking demand can be expected to peak.
41. Vehicle access is from Eastern Road only, the existing accesses to New Lane being stopped up and reinstated as footway.
42. It is estimated that 21 multi-modal trips will occur in each of the morning and evening peak hours, a proportion of which must be offset against the trip generation arising from the existing commercial activity on the site. This level of movement would not have a significant impact on the local transport networks.
43. Cycle parking for residents and their visitors meets the council's expectation for large flatted developments.
44. Refuse and recycling collections will take place from Eastern Road.
45. It is concluded that the proposal is consistent with national and council policy and acceptable in highways and traffic terms.

Addendum.

In response to pre-application enquiries the council raised the following matters in respect of highways and transport in a letter dated 9th September 2015.

1. The Highway Officer has advised that he has no adverse comment on the principle of development. The parking standard of 41 car parking spaces for 39 flats is acceptable in this location but at least two of the spaces to be disabled.
2. The long term cycle facilities are acceptable, however, the proposal for short term cycles is substandard and one space per unit is required.
3. The Transport Statement makes reference to the closing of the existing access to New Lane and reinstating this as footway . The reinstatement should include the continuation of the existing footway along the frontage of New Lane to include a kerb and footway edging.
4. Both the current SPD and new guidance under consultation include specific flexibility for more accessible locations. I would specifically draw attention to paragraph 3.05 of the draft SPD which sets out that *“A reduced standard (of parking) can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not ‘as the crow flies’). This should be demonstrated in the design and access statement accompanying an application.”* Given that the site is approximately 650m to the centre of Havant Town Centre (the northern entrance to the Meridian Centre), the transport assessment should set out in more detail the rationale behind the level of car parking proposed, given the site’s inherent accessibility to the town centre as well as Havant Station.

These comments have been carefully considered and the following response is made on behalf of the applicant:

1. A minimum of two parking spaces for use by disabled drivers' vehicles will be provided.
2. The SPD guidance is that one short term cycle parking space should be provided for each dwelling. For 39 dwellings this would be 40 short term cycle parking spaces, equivalent to 20 Sheffield racks. The application proposes 8 Sheffield racks, four at the entrance to block A and two each serving blocks B and C giving 16 short term spaces in total. The applicant believes that this level of provision is appropriate without over-providing and through this contributing to street clutter and an unnecessary use of resources. For car parking common guidance is that where more than 50% of car parking is allocated additional unallocated spaces should be provided for visitors at up to 0.2

space/dwelling. Adopting the same principle as minimum provision for short stay cycle parking would give a requirement for 39*0.2 short stay cycle parking or 8 spaces/4 Sheffield racks. The provision of 16 spaces/8 racks is therefore generous and expected to meet all but exceptional demands, at which times multiple cycles can be secured to some or all of the racks either individually or, for families or groups, "daisy chained", as can be seen to occur at popular cycling events.

3. The applicant will reinstate the kerb and footway to the standards of the highway authority in accordance with the highway engineer's requirements and anticipates the local planning authority applying a planning condition to this effect.
4. Although the site is within 650m of the northern entrance to the Meridian Centre it is more than 800m away from the retail parks at Park Road North and Solent Road (including the Tesco Extra). Whilst the SPD allows flexibility to argue a case for reduced car parking on this site there is no mandatory requirement for this, the council has not indicated what level of reduction it would consider acceptable or desirable and applicant sees no compelling reason to provided a restricted level of car parking which foreseeably might result in unnecessary overspill of parking to Eastern Road.