

Site on London Road, Waterlooville

Sheltered Housing Development for the Elderly :
Transport Statement
January 2015

Churchill Retirement Living Ltd

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1 Introduction

1.1 Background

Churchill Retirement Living is proposing to provide a sheltered housing facility of 27 sheltered apartments for the elderly including communal facilities at a site on London Road, Waterlooville. The site is currently occupied by two private residential properties, numbered 127A and 127B. **Figure 1.1** shows the strategic location.

Figure 1.1: Strategic site location



Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2014

Planning Issues commissioned Mott MacDonald, on behalf of their client, Churchill Retirement Living Ltd, to advise on the transport and highway access aspects of the site in relation to the proposed development.

There is an extant permission for 26 sheltered apartments on the site (Havant Borough Council planning application ref. APP/12/00785).

This report, referred to as a Transport Statement, considers the transport aspects of the site, including the above points, access to the site by sustainable modes, traffic generation, servicing arrangements and parking.

1.2 Report structure

Following this introductory section, the remainder of this report is set out as follows:-

Section 2 - The site location, previous use of the site and the development proposed are outlined.

Section 3 - Consideration is given to existing transport modes and facilities, including bus, rail, pedestrian and cyclists. The existing highway network in relation to the development proposed is outlined.

Section 4 - A review of the daily vehicle trips generated by the proposed development is undertaken.

Section 5 - The design of the access to the site is considered and in particular the servicing arrangements.

Section 6 - Parking standards and provision are considered.

Section 7 - Summarises the transport aspects of the development.

2. Application site details

2.1 Site location

The application site is located on London Road, Waterlooville. The location of the application site is shown in **Figure 2.1**.

Figure 2.1: Site Location



Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2014

The local area has mixed land use, with industrial units to the north west of the site, residential uses to the north and east and retail/commercial uses in Waterlooville town centre to the south.

2.2 Access to key services

Accessibility to health services, fresh food shops, leisure facilities and other local amenities are likely to be the key services of interest to residents of the proposed development. Given the age profile of residents, access to employment and education is not considered to be of significance.

The application site is located on the northern edge of Waterlooville town centre. There are a wide range of local shops, chain retail stores and supermarkets available within the town centre, and routes to these services are all pedestrian friendly.

A view of the town centre is shown in **Photo 2.1**, and the standard of pedestrian facilities between the site and town centre is shown in **Photo 2.2** and **Photo 2.3**.

Photo 2.1: Waterlooville town centre



Photo 2.2: Pedestrian route from town centre



Photo 2.3: Pedestrian route from town centre



Via the Maurepas Way subway the site is easily accessible to a wide range of facilities, including:

- A range of banks / building societies and a post office;
- Pharmacy;
- Library;
- Restaurants and cafes;
- Iceland, Waitrose and ASDA supermarkets;
- Newsagent and convenience store;
- Charity shops;
- Chain retail stores;
- Public houses; and
- Take-away food services.

In addition to the facilities available within Waterlooville town centre, there is a Tesco Express supermarket and public house approximately 500m to the north of the site along London Road.

The nearest GP surgery to the site is Forest End Surgery, approximately 800m or 10 minutes' walk from the site. Alternatively Queenswood Surgery is located on London Road 1.0km to the north of the site, which is approximately 15 minutes' walk or a three minute bus journey using services 8 or 37.

The nearest dentist surgery to the site is Beeches Dental Practice on London Road, approximately 600m from the site or eight minutes' walk.

There are several opticians close to the site. Scrivens Opticians is located on Wellington Way shopping precinct and Specsavers is located on London Road, both within 400m or five minutes' walk from the site.

Boots Pharmacy is located within Waitrose supermarket on Dukes Walk and Day Lewis Pharmacy is located on Wellington Way shopping precinct, both within 400m of the site.

Queen Alexandra Hospital is located in Cosham, Portsmouth approximately 1.5km from the site. This is readily accessible via bus routes 8 and X9 which stop in the vicinity of the application site (Section 3.1.2).

Being located within the town centre, the application site is close to a wide range of shops, services and local amenities, which will minimise the need for residents of the proposed sheltered housing development to own a car, or use a car for many journey purposes.

2.3 Existing use of the site

The site is currently occupied by two private residential properties, 127A and 127B London Road.

2.4 Development proposal

The type of housing envisaged, similar to other Churchill Retirement Living developments, would cater for elderly residents, normally over 70 years of age who already live locally and wish to live independently. The purchase of apartments in this type of development is legally restricted by Churchill Retirement Living to those over 60 years of age. It is understood that the average age of residents across all their currently occupied sheltered housing facilities is 79 and 30% are over 80 years of age.

Churchill Retirement Living aim to provide a secure environment for residents with a 24 hour support system available on call, should they need it. A "Lodge Manager" is available and provides some assistance to residents, particularly on security and property maintenance issues. This is the only permanent member of staff associated with the development. There will be other staff associated with the development, which includes cleaners for communal areas, maintenance staff when required and gardeners. An owner's lounge is provided for residents as a communal meeting place.

The development proposed for the application site, the layout of which is illustrated in **Figure 2.2**, comprises 27 sheltered housing apartments, with 19 being one bedroom units and the remaining eight being two bedroom apartments. A total of six parking spaces are proposed for the use of residents and visitors, with vehicular and pedestrian access being taken from Maurepas Way. A store for electric buggies will be provided, and this store can also accommodate cycles.

Figure 2.2: Proposed site layout



Source: Churchill Retirement Living/Planning Issues

3. Existing transport facilities

3.1 Bus connections

3.1.1 Bus stops

The local bus services are easily accessible from the application site, and the bus stops local to the site are shown in **Figure 3.1**.

Figure 3.1: Locations of nearest bus stops to proposed development site



Source: Background Mapping - Ordnance Survey data © Crown copyright and database right 2014

Guidance from the Institution of Highways and Transportation¹ states a threshold of 400m as being generally considered to be the maximum distance acceptable to most people for walking to a bus stop.

As shown in **Figure 3.1**, the nearest bus stops are located on London Road, less than 100m from the site. Further bus services are available from the stops on Hambledon Road, approximately 400m or five minutes' walk from the site. As reviewed in **Section 3.1.2**, the stops are served by a number of routes. The document "Inclusive Mobility"² refers to research that indicates bus use by the elderly and the

¹ Institution of Highways and Transportation, Planning for Public Transport in Developments, 1999

² Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure, Department for Transport, 2002

disabled reduces rapidly where distances to bus stops are more than 200m. The London Road bus stops are within this threshold. The local bus stop provision is also shown in **Photos 3.1** and **3.2**.

Photo 3.1: London Road bus stop (Stop A)



Photo 3.2: Hambledon Road bus stop (Stop D)



The London Road and Hambledon Road bus stops are well overlooked, with a good level of street lighting and other sources of light at or very near the stops. Their location offers no opportunities for concealment or anti-social behaviour.

3.1.2 Bus services

The bus routes stopping within easy reach of the application site are summarised in **Table 3.1**, for services calling at Stops A to D as shown on **Figure 3.1**.

Table 3.1: Bus routes stopping in vicinity of proposed development site

Route No	Route Detail	Bus Stops Served	Operator	Mon – Sat Daytime Frequency	Sunday Frequency
7	Southsea - Portsmouth (City Centre) - Waterlooville - Wecock	C, D	First in Hampshire	Every 10 minutes. Last service 2336	Every 20 minutes. Last service 2336
	Wecock – Waterlooville – Portsmouth (City Centre) – Southsea			Every 10 minutes. Last service 2259	Every 20 minutes. Last service 2259
8	Gunwharf - Portsmouth City Centre - Cosham - Waterlooville - Cowplain - Clanfield	A, B, C, D	First in Hampshire	Every 15 minutes. Last service 2354	Every 20 minutes. Last service 2254
	Clanfield - Cowplain - Waterlooville - Cosham - Portsmouth City Centre - Gunwharf			Every 15 minutes. Last service 2234 (2326 Cosham only)	Every 20 minutes. Last service 2134 (2326 Cosham only)
X9	Gunwharf - Portsmouth City Centre - QA Hospital - Waterlooville - Hambledon/Denmead	C, D	First in Hampshire	Every 30 minutes. Last service 1855	No service
	Hambledon/Denmead - Waterlooville - QA Hospital - Portsmouth City Centre - Gunwharf			Every 30 minutes	No service
37	Havant - Petersfield - Alton	A, B, C, D	Stagecoach in Portsmouth	Hourly. Last service 1920	No service
	Alton - Petersfield - Havant			Hourly. Last service 1924	No service
39	Havant – Wecock Farm	C, D	Stagecoach in Portsmouth	Every 10 minutes. Last service 2149	Hourly. Last service 1826
	Wecock Farm – Havant			Every 10 minutes. Last service 2128	Hourly. Last service 1749

Source: www.travelinesw.com (December 2014)

In summary, the bus services stopping close to the site are considered to provide a very good frequency of service that will serve the travel needs of the prospective residents. The location of bus stops makes bus travel accessible for residents, shoppers and visitors, and this together with the destinations served by the bus service from these stops would allow residents and visitors to use public transport as an alternative to a car.

3.2 Rail

There is no railway station in Waterlooville, the closest being located in Bedhampton, approximately 5km southeast of the site. However, more frequent rail services are available from Havant, which is accessible from the application site via bus services 37 and 39 (**Table 3.1**). The routes and typical weekday daytime frequencies of services calling at Havant railway station can be summarised as follows:

- Portsmouth to London Waterloo via Petersfield (three trains per hour)

- Portsmouth to London Victoria via Chichester (one train per hour)
- Southampton to London Victoria via Chichester (one train per hour)
- Portsmouth to Brighton via Chichester (one train per hour)
- Southampton to Brighton via Chichester (one train per hour)
- Portsmouth to Littlehampton via Chichester (one train per hour)

Alternatively, Cosham railway station can be accessed via bus service 8 and provides similar rail services.

Residents of the proposed development are unlikely to need to make use of rail services on a regular basis, given they will not be commuting and local shops / services are accessible on foot.

3.3 Local highway network

The application site is currently accessed from London Road, with separate access points for the two residential properties. However, the proposed access for the application site is from Maurepas Way and egress to London Road (**Figure 2.2**) as per the extant permission. A view of the proposed site access location is shown in **Photo 3.3**, which would be taken through the current garden fence. **Photo 3.4** shows the proposed site egress, which would be taken from the area of the current gate and brick wall beyond.

Photo 3.3: View towards proposed site access



Photo 3.4: View towards proposed site egress



Maurepas Way is a two lane dual carriageway with a 40 mph speed limit. It connects with London Road at Hulbert Road Roundabout. London Road is single carriageway with a 30mph speed limit. Parking on both roads is prohibited.

3.4 Pedestrian and cycle connections

The application site adjoins a well-used pedestrian and cycle route between London Road, to the north of Hulbert Road Roundabout, and Waterlooville town centre. It forms part of National Cycle Network (NCN) Route 222. This provides a route northwards to Cowplain and southwards to Waterlooville and Portsmouth via a mixture of quiet streets and traffic-free sections. NCN Route 222 crosses Maurepas Way via a shared use underpass, as illustrated in **Photos 3.5** and **3.6**.

Photo 3.5: Access ramp to Maurepas Way underpass



Photo 3.6: Maurepas Way underpass



As a shared use route, from the north of Maurepas Way the underpass can be accessed via a ramp or flight of steps (**Photo 3.5**), and from the south of Maurepas Way (i.e. town centre) via a ramp. Both ramps are suitable for mobility scooters. Observations made during a December 2014 site visit confirmed that the subway is well lit and in good condition, with no conflicts between pedestrians and cyclists.

Photo 3.7: London Road toucan crossing



Approximately 200m to the north of the site, a toucan crossing enables safe pedestrian access to and egress from the bus stops on London Road (**Photo 3.7**).

In summary, it is considered that the pedestrian facilities available from the site southwards to Waterlooville town centre and northwards along London Road would provide a good level of access to public transport, local shops and amenities and a high quality pedestrian environment for the residents of the proposed development.

4. Vehicle trip generation

The site is currently occupied by two residential properties. These will be removed as part of the development proposals, and replaced with sheltered housing accommodation. The potential traffic generation of the proposed sheltered housing development is considered in the following section.

4.1 Trips generated by CRL sites

Surveys were undertaken at eight established CRL sites. At each of the survey sites all of the apartments had been sold. The included Lodge sites were as follows:

1. Hampton Lodge, Sutton
2. Lord Rosebery Lodge, Epsom
3. Churchill Lodge, Lilliput
4. Mitchell Lodge, Bitterne
5. Mulberry Lodge, Emsworth
6. Park View Lodge, Faversham
7. Mottisfont Lodge, Romsey
8. St Mary's Lodge, Birchington

The surveys took place on a neutral day (Tuesday or Wednesday or Thursday) in a neutral month (March 2014) over 12 hours (0700-1900). An enumerator was based on site for the duration of the survey counting vehicular movements into / out of the car park. In addition to the recording of on-site car parking activity, any on-street car parking associated with each Lodge was noted. A summary of the survey results is presented in **Table 4.1**.

Table 4.1: Total car parking trip rates (per unit)

CRL site/location	Units Occupied	Weekday 12 hr Arrivals	Weekday 12 hr Departures	Recorded two-way trip rate
Hampton Lodge, Sutton	39	0.74	0.69	1.44
Lord Roseberry Lodge, Epsom	31	0.42	0.45	0.87
Churchill Lodge, Lilliput	51	0.94	1.02	1.96
Mitchell Lodge, Bitterne	36	0.83	0.75	1.58
Mulberry Lodge, Emsworth	30	0.80	0.87	1.67
Park View Lodge, Faversham	36	0.81	0.83	1.64
Mottisfont Lodge, Romsey	31	0.98	0.97	1.90
St Mary's Lodge, Birchington	31	0.35	0.32	0.68
CRL Average	36	0.73	0.74	1.47

Using the trip rates presented in **Table 4.1**, the total daily vehicle trips forecast for a development of 27 sheltered housing units is given in **Table 4.2**.

Table 4.2: Estimated daily (12 hour) vehicle trips generated by a 27 unit sheltered housing development

Total Daily Vehicle Trips		
Arrival	Departure	Total
20	20	40

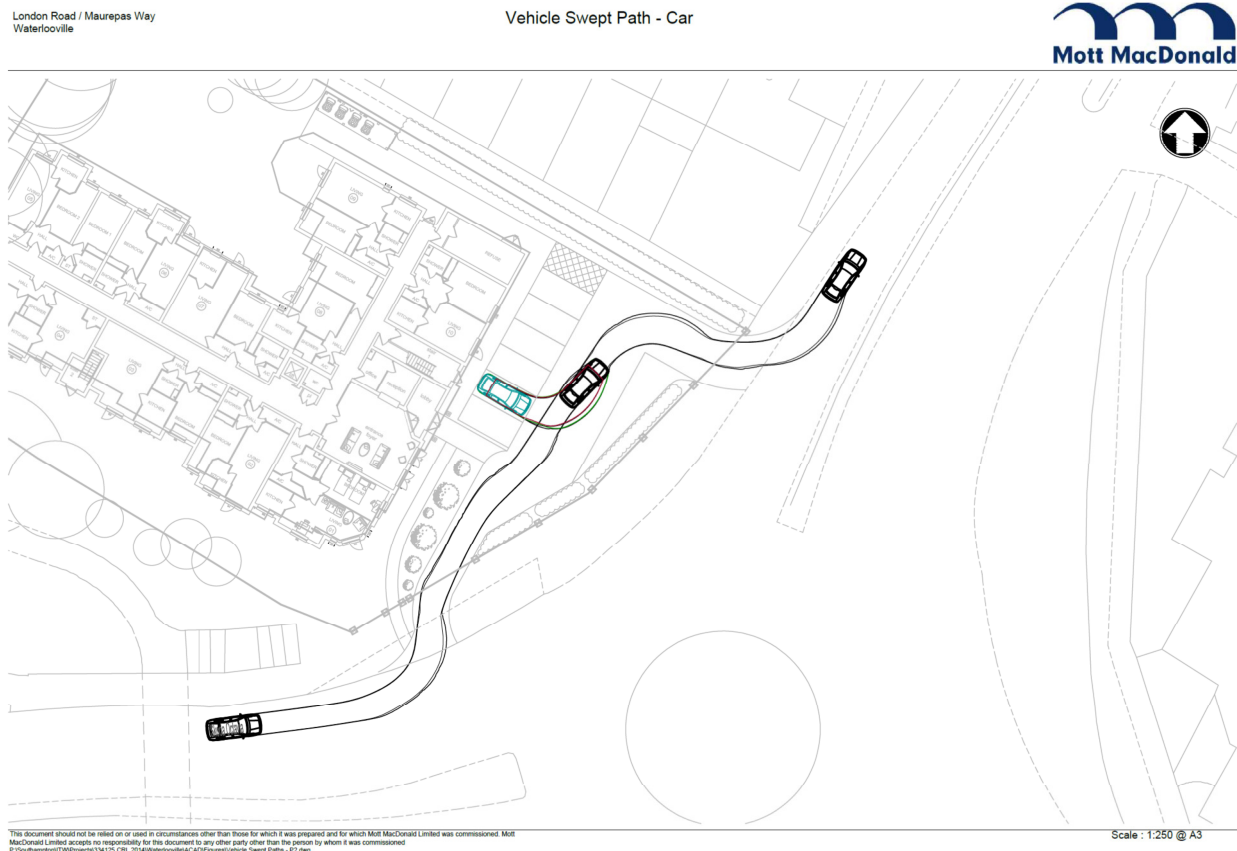
The expected daily (12 hour) trip generation presented in **Table 4.2** is slightly lower than the 21 arrivals and departures predicted for the extant permission of 26 units in the '127A and 127B London Road Waterlooville Transport Statement' (July 2012). Moreover, CRL sites do not typically generate vehicle trips during peak hours. As such the expected trip generation levels associated with the proposed development will not result in any material capacity impacts on the local highway network.

5. Access Design

5.1 Proposed access

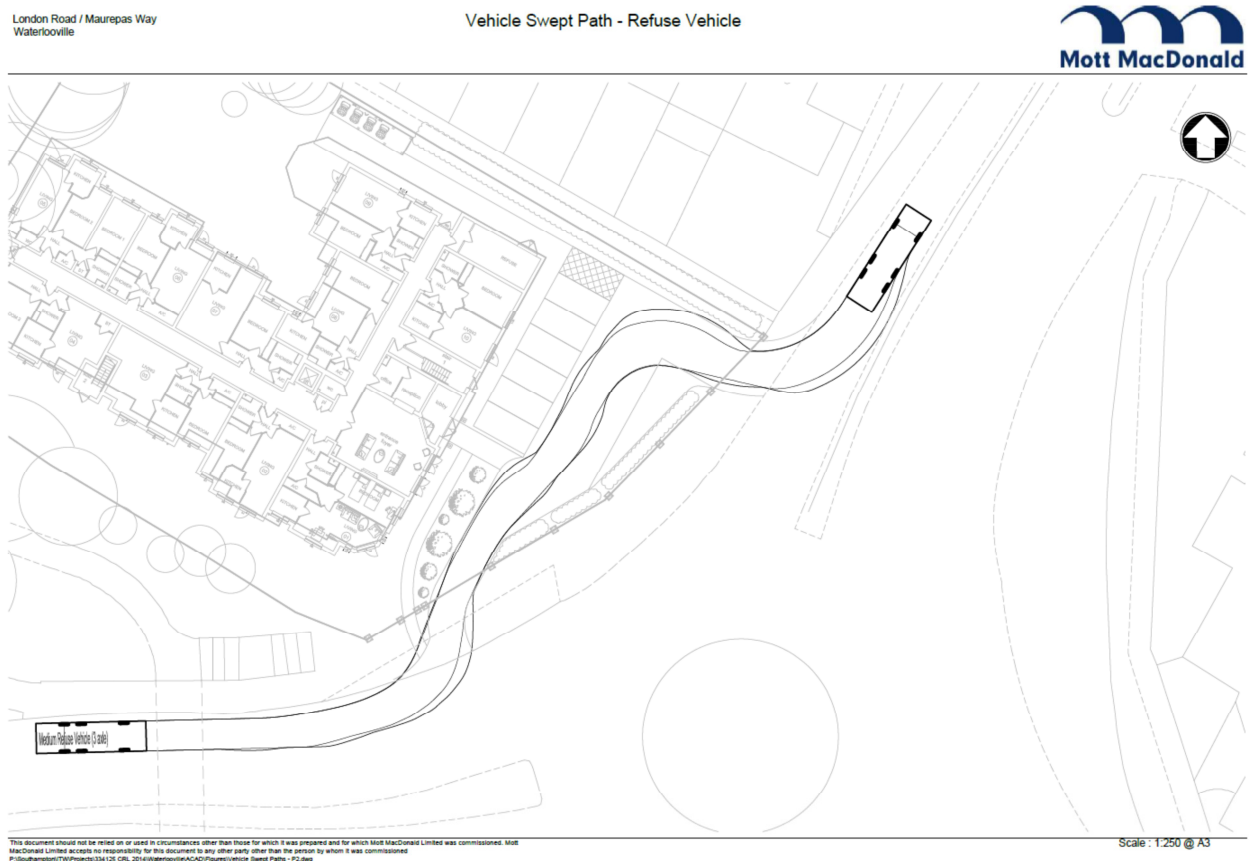
The vehicular access for the proposed development will be taken from Maurepas Way via a left-in only arrangement. Vehicles will then egress the site via a left-out only access onto London Road (**Figure 2.2**). **Figure 5.1** shows that these arrangements can accommodate the manoeuvres of residents' vehicles.

Figure 5.1: Swept path of car



The site layout has been designed to enable refuse vehicles to enter and exit the site without the need to reverse, as shown in **Figure 5.2**. Bins will be wheeled out from the refuse store. The site layout will also accommodate the movements of smaller delivery vehicles, and a dedicated parking area will be provided.

Figure 5.2: Swept path of medium refuse vehicle accessing the site



A separate pedestrian access will be provided from the shared use pedestrian and cycle route, north of Maurepas Way. From the London Road direction, pedestrian access will be shared with the vehicular egress point.

The proposed access arrangements are consistent with those agreed by the local highway authority for the extant permission (Havant Borough Council planning application ref. APP/12/00785). No highway concerns have therefore been identified.

6. Parking

6.1 Parking standards

Havant Borough Council has produced supplementary planning policy guidance relating to residential parking standards. 'Havant Borough Residential Parking and Cycle Provision: Supplementary Planning Document' (adopted March 2010)³ sets out car and cycle parking standards for residential developments. Table 6 of the Supplementary Planning Document identifies a requirement for sheltered housing of between 0.5 and 1 space per unit for sites in Waterlooville town centre. The standard goes on to say that *"Mobility vehicle storage provision may also be required in addition to cycle long and short stay provision"*.

Justification for the proposed parking levels at this site is presented in the following section using an evidence base from existing Churchill Retirement Living developments.

6.2 Parking provision

The development proposed includes six parking spaces, as per the extant permission for 26 apartments on the site; see **Figure 2.2** for details of the parking arrangements. For the 27 apartments now proposed for the application site the level of parking provision is at the ratio of 0.22 spaces per unit. This compares with survey data for the eight established CRL sites described in Section 4.1 which indicates an average parking demand of 0.26 spaces per unit. Given that these sites generally have a less comprehensive range of shops, services, amenities and public transport services within walking distance, compared to the proposed site which is on the edge of Waterlooville town centre, and that car ownership is expected to be lower, it is considered that the parking provision promoted for this site will adequately serve the needs of residents.

Parking for visitors to the site can be accommodated within nearby public parking facilities, all within 400m of the site or approximately five minutes' walk. Observations made during a lunchtime site visit on Tuesday 30th December 2014 indicate that spare capacity is typically available within these facilities. The public parking close to the proposed CRL site includes:

- Wellington Way off-street Pay & Display car park, approximately 200m walk distance from the proposed site (**Photo 6.1**). Stays are limited to three hours during Monday to Saturday daytimes (8am to 6pm);
- Curzon Road off-street Pay & Display car park, approximately 200m walk distance from the proposed site (**Photo 6.2**). The tariff enables both short and long stay parking, with stays of up to 24 hours and 48 hours costing £4.50 and £8.00 respectively; and
- Dukes Walk off-street Pay & Display car park, approximately 400m walk distance from the proposed site. Stays are limited to two hours during Monday to Saturday daytimes (8:30am to 6pm).

³ <http://www.havant.gov.uk/sites/default/files/documents/Adopted%20Residential%20Parking%20Cycle%20Provision%20SPD.pdf>

Photo 6.1: Wellington Way off-street car park



Photo 6.2: Curzon Road off-street car park



In terms of cycle parking, the surveys carried out in March 2014 (Section 4.1) showed very limited cycle movements per day. If there is a demand for cycle storage, these will be located in the buggy store area.

In relation to parking policy requirements, on 27th March 2012, the National Planning Policy Framework (NPPF) replaced the parking guidance which was set out in the withdrawn *PPG13: Transport* and *PPS3: Housing* documents. In considering parking provision at the local level, the NPPF states that local 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;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.”*

It is considered that these aims are achieved by the proposed parking levels particularly as the site is considered to be in an accessible location in terms of public transport and walking distance to local shops and other local facilities.

We consider this to be the correct level of parking to accommodate the requirements of the residents who would live within the development, and a similar ratio has already been accepted by the local planning authority in respect of the extant permission.

7. Summary

The assessment of transport aspects of the site and surrounding area is summarised as follows:-

- The proposed development would be in a highly accessible location in relation to local bus stops, local shops and other local services;
- The existing bus service and their frequencies would provide a good level of service for residents of the proposed development;
- There are bus stops located within the desired walking distance to the site;
- With dropped kerbs, provision of high quality footways and controlled pedestrian crossings on local roads, residents would be encouraged to access a range of local shops, services and public transport by foot;
- The provision of six parking spaces associated with the development is considered to be appropriate given the location of the site and its proximity to public parking facilities;
- Vehicular access will be taken from Maurepas Way and egress to London Road, as per the extant permission; and
- The proposed development would generate few trips and there will be no detrimental impact on the local highway network.

It is concluded that the site is in a very sustainable location in terms of access to transport, local services and amenities.