



**Transport Statement in Support of
Residential Development at
Botley Drive/Bramdean Drive
Leigh Park
Havant**

Transport Statement prepared by

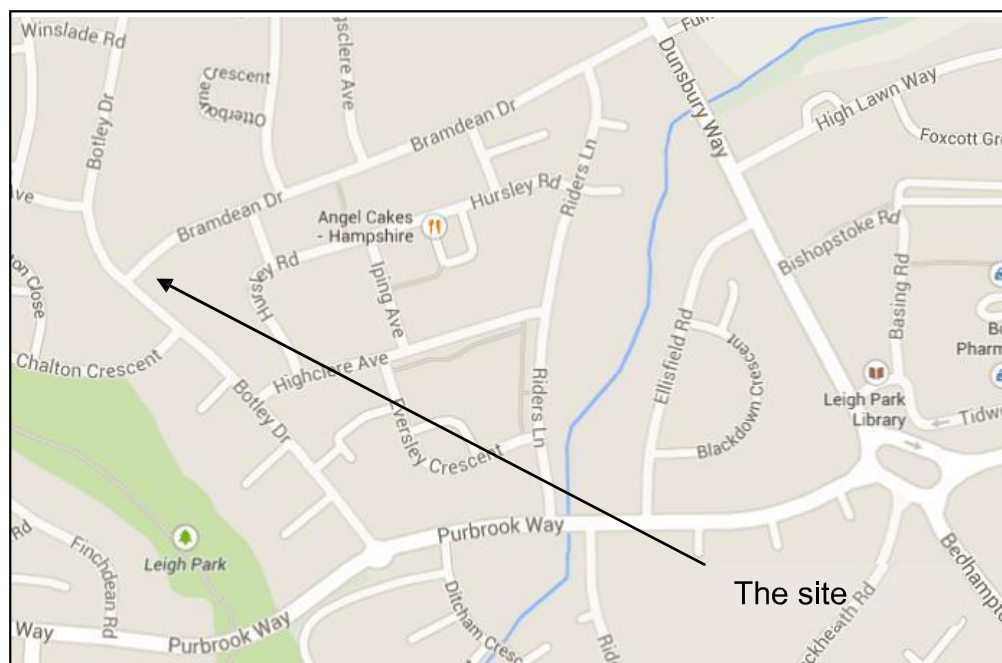
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Site location

1. The site lies on the south-east corner of the junction of Botley Drive with Bramdean Drive. Both roads are single carriageway roads with footways both sides and street lighting. The sites lie within a 20mph zone and Botley Drive has physical traffic calming in the form of speed humps. The area is residential in character. To the south of and adjacent to the site there is a short parade of local shops.

Figure 1 - Location Plan



Outline of the development proposals

2. The proposal is to redevelop the site of the former Wheatsheaf public house (now demolished) to provide 15 one and two bedroom flats and 6 three bedroom houses with associated car and cycle parking. The proposals are shown on PLC Architects drawings number 14-2038-100-P1 and 14-2038-104-P1.

National Planning Policy Framework

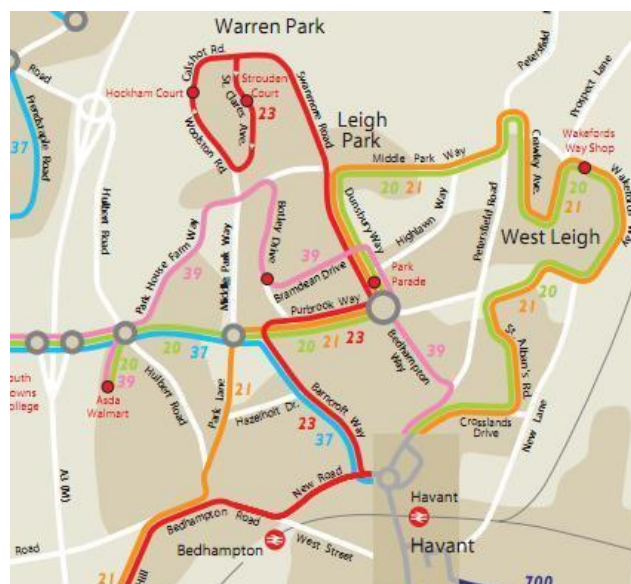
3. On the 27th March 2012 the government published the National Planning Policy Framework 2012 (NPPF), the policies in the Framework applying with immediate effect. The NPPF replaces, inter alia, Planning Policy Guidance 13 (Transport).

4. 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.
5. 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).
6. 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.
7. There is a presumption in favour of sustainable developments (paragraph 197).
8. For a development of this scale the relevant national policies in respect of transport can be summarised as follows:
 - 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;
 - create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians (and)
 - consider the needs of people with disabilities by all modes of transport.
 - 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;
 - local car ownership levels
9. In March 2010 Havant Borough Council had adopted a Supplementary Planning Document "Residential Parking and Cycle Provision".

Site accessibility and sustainability

10. The new development will utilise the eastern of two existing vehicular crossings to Bramdean Drive to access the off-street car parking. The western vehicular crossing will be reinstated as footway.
11. Botley Drive/Bramdean Drive is a bus route, the Stagecoach coastline service 39. This is a direct 10 minute frequency service between Leigh Park/Havant and Waterloo/Wecock Farm.
12. Additional bus services can be accessed at bus stops on Purbrook Way, a walk of approximately 400m from the site.

Figure 2 - Extract of public transport map for Havant and Leigh Park



13. The nearest convenience shopping is in a small shopping parade immediately to the south of the application site.



14. More comprehensive shopping facilities can be found at Park Parade (approximately 1km or 15 minutes walk) and in Havant town centre. Approximately 2km to the west there is a large Asda superstore, directly served by Service 39. Improvements to the "ASDA" roundabout are programmed to commence late in 2014 funded through the Government's Pinch Point Programme.
15. As an established urban/suburban area, Leigh Park and Havant have a number of primary and secondary schools, Havant College lies approximately 1.5km to the south of the site and South Downs College lies approximately 2.5km to the west and is served directly by Service 39.
16. Leigh Park has a number of local doctor and dental surgeries with more comprehensive or specialist facilities at Park Parade/Greywell and at Havant Health Centre.

Predicted trip generation

17. 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
4+	3.5	10.2

18. 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 7 vehicle trips per day with 10% occurring in the peak hours.
19. Based on these figures the 11 one bedroom flats, 4 two bedroom flats and 6 three bedroom houses would generate a total of 111 trips per day approximately 11 of which can be expected to occur in each of the morning and evening peak hours.

Table 1- Trip Generation

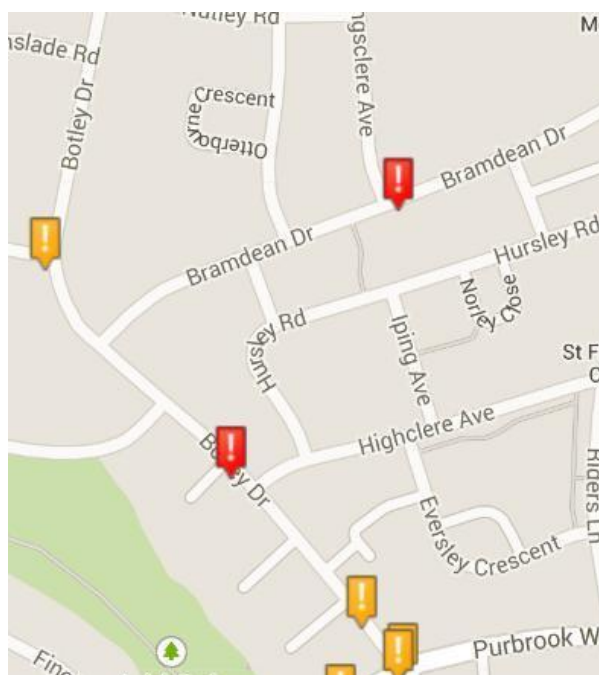
	No. of units		
one bed flats		37	407
Two bed flats		7	28
Three bed houses			42
			1107

Botley

Road safety issues

21. Data held on the Crashmap.co.uk web site indicates no reported personal injury accidents in the vicinity of the Botley Drive/Bramsdean Drive junction in the five years 2008-112 (a representative five year period).

Figure 3- Personal injury accidents 2008-12¹



22. Although there have been a number of incidents resulting in personal injury accidents, despite Botley Drive and Bramsdean Drive being in a 20mph zone and traffic calmed, these have not occurred in the vicinity of the development site and the proposed development is not expected to increase the risk of accidents in either road.

¹ <http://www.crashmap.co.uk/Search>

Visibility

23. From the existing (eastern) vehicular access on to Bramdean Drive, which will serve the new development, there is good visibility of on-coming traffic approaching from the left (Figure 4) and whilst visibility is restricted to the right (eastwards) by on-street parking this is addressed in Section 10.7 of Manual for Streets 2 which comments “Parking in visibility splays in built up areas is quite common, yet it does not appear to create significant problems in practice” and “where visibility is limited by buildings and parked cars, drivers...tend to nose out carefully until they can see on-coming traffic and vice-versa”. A footway build-out prevents vehicles parking adjacent to the vehicular access to the site (Figure 5).

Figure 4 - Visibility from site looking west



Figure 5 - Visibility from site looking east



24. The development will maintain good visibility from Bramdean Drive southwards into Botley Drive & cross the existing wide footway.

Vehicle and cycle parking

Car parking

25. In March 2010 Havant Borough Council published a Supplementary Planning Document (SPD) on Residential Parking and Cycle Provision.

26. The SPD recognises that where parking is unallocated it can be used more flexibly than where parking is allocated and therefore a lesser number of spaces can be provided to meet a given level of demand.

The published standards are:

Table 2 - Supplementary Planning Document parking guidelines

Size of dwelling	Allocated	Unallocated
1 bed unit	1 space	0.9 space
2 bed unit	2 spaces	1.3 space
3 bed unit	2 spaces	1.9 space
4 bed unit (or larger)	3 spaces	2.4 spaces

27. Applying the SPD parking standards to this mix of units gives the following:

Table 3 - Parking requirement (shared spaces) from Table

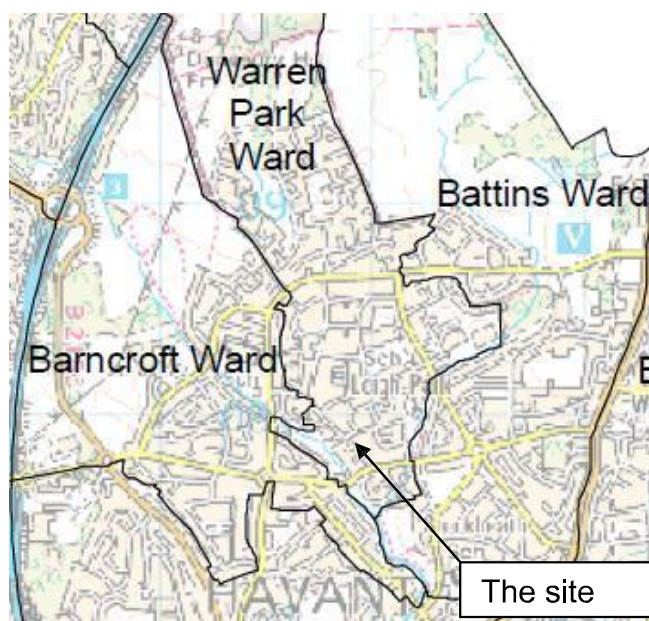
		Standard	
One units			
Two bed units			
bed units			

29. The site lies within Warren Park ward (Figure 6) but is within a short distance of Barncroft and Battins wards. The council's data demonstrates these to be three of the four wards with the lowest car/van availability (Appendix 1). The site is within an area defined as

² Paragraph 6.3 Any variance from the requirements set (in the SPD) will need to be justified and backed up by evidence as part of the supporting information accompanying a planning application.

being in the top 20% of deprived wards within Hampshire under the Index of Multiple Deprivation (Appendix 2). This is consistent with the fact that although the Borough has a number of areas of seeming prosperity the Borough is 9th in the ranking of Hampshire districts for car/van availability/1000 people (546/1000) and 4th for the percentage of households without access to a car/van (20.7%) (Appendix 3).

Figure 6 - Ward Boundaries³



30. The SPD standards do not discriminate between location (other than the town centres), dwelling type (houses and flats) and the council has applied a single growth factor of 34% across all wards suggesting that the council does not anticipate any significant change in relative affluence between wards to take place within the Plan Period to 2026.
31. Table 2 of the SPD (partially reproduced in appendix 1) demonstrates the wide variation in car availability/room across the borough, ranging from 0.172 in Battins Ward recorded in the 2001 census to 0.266 in Cowplain, a ratio in excess of 2:3.
32. Table 2 of the SPD records values of cars/room of 0.266, 0.252 and 0.250 from the 2001 census for the three wards with the highest car availability/room and projects this forward to 2026 with values of 0.356, 0.338 and 0.335, an average of 0.343. For Battins, Warren Park and Barncroft wards the 2026 projections for cars/room are 0.230, 0.235 and 0.264, an average of 0.243. From this it can be inferred that where parking is provided communally for shared use using a single figure to

³ Source: <http://www3.hants.gov.uk/planning/factsandfigures/key-facts/kf-havant.htm#havantbound>

estimate future parking demand for the whole of the Borough could result in over (or under) provision of parking spaces at the local level.

33. In a similar way not to discriminate between flats and houses also can lead to an over-provision of parking where flats make up a significant proportion of the mix of units as modern purpose built flats often have a single open plan living space providing living, dining and kitchen space whereas it is not unusual for even small houses to have two rooms fulfilling these functions - a separate kitchen with lounge/diner or a kitchen/diner with separate lounge. This means that for the same number of bedrooms flats often have one less habitable room than a house with the same number of bedrooms. Research undertaken on behalf of the Department for Communities and Local Government⁴ found that habitable rooms was a more consistent measure of household car ownership than bedrooms. In addition car ownership per dwelling is generally lower in households living in flats than those in houses with the same number of bedrooms.
34. Table 4 below uses the average of the top three ward estimates for cars/room at 2026⁵ (0.343) and the average of Battins, Warren Park and Barncroft wards (0.243) to estimate car parking demand for a development of 11 one bedroom, 4 two bedroom and 6 three bedroom houses for a development in a ward of high car availability/room, for the same development comprising all houses in an area of low car availability/room and for this mixed type development of 11 one bedroom flats, 4 two bedroom flats and 6 three bedroom houses in an area of low car availability/room⁶.

⁴ Residential Car Parking Research (2007)

⁵ Cowplain, East Hayling, Purbrook

⁶ For the purposes of demonstrating the principles of determining the level of car parking provision appropriate to this development mix in this location in the first instance all parking provision is assumed to be shared/communal. Having proved the principles, later tables reflect the proposed mix of shared and allocated parking.

Table 4 - Estimates of parking demand

	Dwelling	N	Habitable	Cars/room	
	1 bed house				
	2 bed house				
	2 bed house				
	3 bed house				

36. The good correlation between this estimate of 27 spaces and the 27 spaces derived in Table 3 demonstrates that the methodology is robust to estimate parking demand in the second and third scenarios set out in Table 4.

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Table 5 - 21 houses, high car ownership value

Dwelling	Habitable	No	DCLG High (Urban)	Total spaces (Suburban)
1 bed house			12	132
2 bed house			13	52
3 bed house			16	6
				28

Table 6 - Houses and flats, low car ownership value

	Habitable		(Suburban)	(Suburban)
flat				
ed				
3 bed house				

Table 7 - Estimate of Parking Demand based on Census Data

Unit	Habitable rooms	No	Parking demand/unit (@ 0.243 car/room)	Allocated parking	Shared parking
1 bed flat	2	11	0.49		5.35
2 bed flat	3	4	0.73		2.92
3 bed house					
				2	0.80
				15.92	

Table 8 - Estimate of Parking Demand based on RCPR (Suburban, low)

Unit	Habitable rooms	No	Suburban (low value)	Allocated parking	Shared parking
1 bed flat	2	11	0.7		7.70
2 bed flat	3	4	0.7		2.80
3 bed house (plots 1, 4, 5 & 6)	5	4	1.2		4.80
3 bed house (plots 2 & 3)	5	2	1.2	2	0.80
Total		21			18.10

41. These two methodologies estimate a parking requirement for the development of 16 and 18 spaces respectively. The proposal is to provide 19 spaces, 17 shared spaces and 2 allocated spaces.
42. Paragraph 8.3.22 of Manual for Streets advises “no additional provision needs to be made for visitor parking when a significant proportion of the total parking stock for an area is unallocated”.
43. It is concluded that the 19 spaces proposed for the development will be sufficient to meet its parking needs.
44. Spot surveys were undertaken of on-street parking taking place in the vicinity of the site on 12 occasions over six days at varying times of day including late evening between Friday 15th August and Wednesday 20th August. The results of those surveys are included as Appendix 4. The survey area was defined as
 - Botley Drive between its junctions with Chalcott Crescent and Selbourne Avenue and
 - Bramdean Drive between its junctions with Botley Drive and Oakley Road (north side) and Testwood Road (south side)
45. The on-street parking capacity was assessed in accordance with the principles of the Lambeth Beat Parking Survey methodology, excluding from the calculation of theoretical parking capacity corner radii, bus stops, the immediate approach to the traffic island and vehicle crossovers providing access to private parking. Potential parking capacity on the east side of Botley Drive north of its junction with Bramdean Drive has been excluded as no parking was observed to take place here on any of the 12 survey visits, despite the absence of parking restrictions.
46. The full results of the 12 surveys are included as Appendix 4.

Table 9 below summarises the results of the surveys, the sub-total reflecting parking capacity and use on the south, north and east arms of the Botley Drive/Bramdean Drive junction.

Table 9 - Summary of surveys

[illegible]

occupied at the times of the surveys (at 23:30 when most residents reasonably might be expected to be at home.

51. Following redevelopment any casual parking that may occur at the western end of Bramdean Drive in front of the new houses would not be inconsistent with current parking practice on the south side of Bramdean Drive east of the application site, where kerbside parking is permitted, defined by footway build-outs which form part of a wider traffic calming scheme. Any reduction in effective carriageway width would not cause any significant detriment to highway capacity.

Figure 7 - Bramdean Drive, east of application site looking west



**Figure 8 - Bramdean Drive looking east from Botley Drive
(site access on right)**



52. With the removal of the redundant western footway crossing the site frontage will provide up to eight on-street parking spaces without encroachment onto the parking already available in Bramdean Drive, which the surveys demonstrate to have spare capacity even at the

times of maximum demand (evenings and weekends – highlighted Table 9 above).

Cycle parking

53. Cycle parking will be provided in accordance with the council's standards.

Table 10 - Cycle Parking Standards and

	No. of units	Long stay		Short stay	
One bed					
Three bed					

- Cycle Parking Provision - flats

Flat reference		Required	Provision
	flat	1 space	Locker
	flat	1 space	1 space internal
		1 space	2 spaces internal
		2 spaces	2 spaces internal
		1 space	Locker
		1 space	1 space internal
		1 space	2 spaces internal
		2 spaces	2 spaces internal
		1 space	Locker
		1 space	1 space internal
		1 space	2 spaces internal
		2 spaces	2 spaces internal

Flat reference		Required	Provision
	flat	1 space	1 space internal
	flat	1 space	2 spaces internal
	2 bed flat	2 spaces	2 spaces internal

56. The lift and common areas will be designed to withstand regular use and passage by cycles.

57. It is concluded that adequate and appropriate cycle parking is provided for all the units.

Servicing

58. All servicing will take place from Bramdean Drive or Botley Drive.

59. There will be a communal bin area / collection point to serve the 15 flats.

Conclusions

60. The site lies at the south-east corner of the junction with Botley Drive and Bramdean Drive.

61. There is a convenience store in the parade of shops adjacent to the site and, located within the large Leigh Park estate, the site has convenient access to a wide range of educational and healthcare services together with shopping centres in Leigh Park (Park Parade/Greywell) and in Havant Town Centre.

62. Residents living in the new houses and flats will create new trips on the local highway and transport networks but the modest increase can be accommodated without detriment within the capacity of the local transport networks.

63. There will be appropriate visibility in both directions from the access into Bramdean Drive and the development maintains good visibility from Bramdean Drive southwards into Botley Drive.

64. It is proposed to provide 17 shared (communal) car parking spaces and 2 further spaces allocated to two of the houses. It is demonstrated that this is an appropriate level of provision for this development based on dwelling type and location. Surveys demonstrate that there is sufficient unused on-street parking capacity that any parking that might on occasion overspill from the site will not have an adverse effect on other road users or nearby residents.

65. Cycle parking will be provided in accordance with the council's standards.

66. It is concluded that the proposed development is satisfactory in highways and transport terms.

Appendix 1

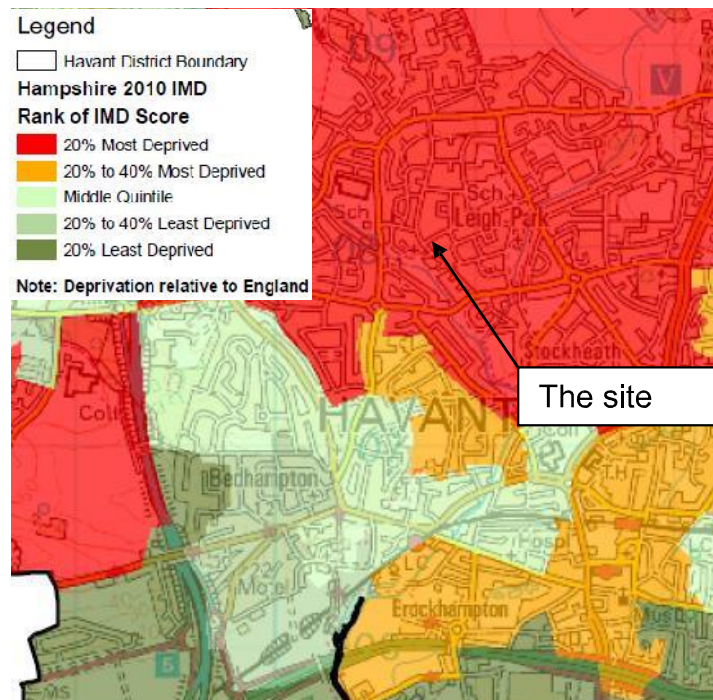
Table 12 - Cars/room by ward - 20

	Cars/room (2001)	
I	266	
Havling East		33£
Bedhampton		
Barncroft		
Bondfields		

⁷ Source SPD Table 2

Appendix 2 – Index of Multiple Deprivation (Hampshire)

Figure 9 - Index of Multiple Deprivation⁸



⁸ Source: <http://www3.hants.gov.uk/planning/factsandfigures/key-facts/kf-havant.htm#deprivation>

Appendix 3 – Car availability by Hampshire district⁹

Local authority		% change		%age of	%age
New Forest					
Eastleigh					
Winchester					
Basingstoke and Deane					
Rushmoor					
Southampton					
Portsmouth					

Local authority		% change	%age		%age
Portsmouth					
Southampton					
Gosport					
Rushmoor					
Basingstok					
Winchester					
New Forest					
East Hampshir				99.9	

⁹ Source: Car ownership rates per local authority England and Wales – RAC Foundation 2012

[illegible]