

Report No. 052.0001/TS/3  
June 2013

**Monterrey Properties**

**RESIDENTIAL DEVELOPMENT  
MENGHAM AVENUE  
HAYLING ISLAND**

**TRANSPORT STATEMENT**

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MENGHAM AVENUE  
HAYLING ISLAND**

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**CONTROLLED DOCUMENT**

|                                   |                |                  |             |
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**Revision Record**

| <i>Rev.</i> | <i>Date</i> | <i>By</i> | <i>Summary of Changes</i>                      | <i>Chkd</i> | <i>Aprvd</i> |
|-------------|-------------|-----------|------------------------------------------------|-------------|--------------|
| 2           | 31.05.13    | AB        | Minor amendments following project team review | MS          | PB           |
| 3           | 05.06.13    | AB        | Final layout added                             | MS          | PB           |



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**RESIDENTIAL DEVELOPMENT  
MENGHAM AVENUE  
HAYLING ISLAND**

**TRANSPORT STATEMENT**

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## 1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Monterrey Properties to support a planning application for the redevelopment of a private car park associated with the Rose In June public house on Selsmore Road, Hayling Island. The proposed development would comprise of 4 residential units.
- 1.2 The application site is located on Selsmore Road at its junction with Mengham Avenue. The application site was previously used as a car park serving the Rose in June Public House, although the Rose in June ceased trading in 2007 and the car park is now used informally (without permission or agreement) predominantly by customers and staff of the nearby Mengham Shopping facilities.
- 1.3 Planning consent was granted in 2009 for an application (reference 09/55136/002) which combined this application site and the land occupied by the Rose in June. The permitted development comprised 3 flats and 9 houses.
- 1.4 The site location is represented within **Figure 1** and demonstrated within **Photograph 1**.

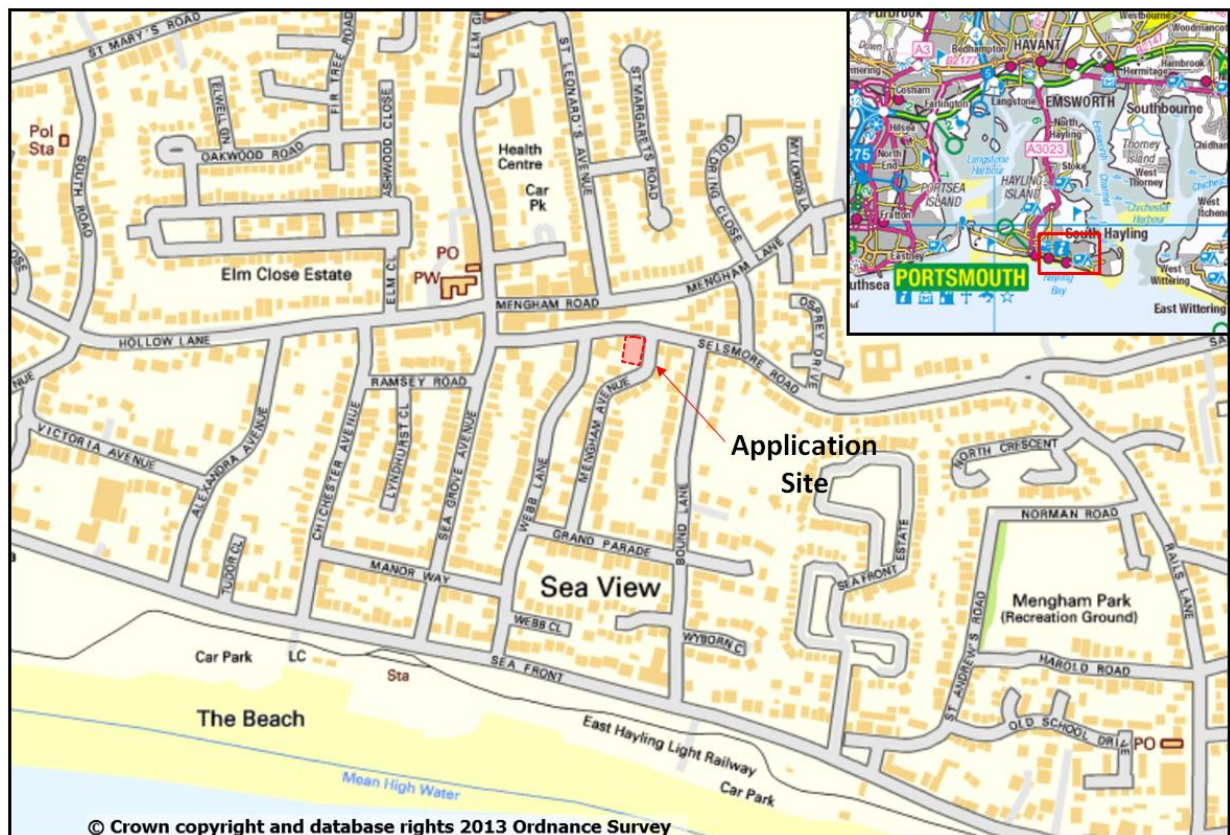


Figure 1 Site Location Plan



**Photograph 1** Existing Site

- 1.5 An application for a proposed convenience store (the remainder of the site) was submitted in May 2013 by the same applicant. This application considers a number of highway elements which have been agreed in principle by Havant Borough Council (HBC) and Hampshire County Council (HCC) highway officers. Therefore many of the principles of this application adheres to, where applicable, those agreed previously by HBC and HCC for the adjacent application.
- 1.6 This TS reviews accessibility, the proposed accommodation schedule, car and cycle parking requirements, access arrangements, proposed trip impact on the local road network and draws conclusions from the assessment.

## 2. EXISTING CONDITIONS

### Existing Site and Surroundings

- 2.1 The application site currently accommodates a 28 space car park accessed via a simple bellmouth arrangement on to Selsmore Road. The car park is bordered by Selsmore Road to the north, Mengham Avenue to the east, residential properties to the south and the associated Rose in June public house to the west.
- 2.2 The application site is located within walking distance of Mengham's central shopping facilities and associated employment and leisure facilities, located circa 100m to the north east of the proposed development site. Other land uses including education, leisure and employment are located within close proximity to the site.
- 2.3 Selsmore Road is a local distributor road supporting a swathe of residential land use to the east of Hayling Island. On-site observations during peak hours suggest Selsmore Road is moderately trafficked without any instances of queuing. Selsmore Road is subject to 30mph speed restriction and has Traffic Regulation Orders (TRO) in place in the form of double yellow lines.
- 2.4 Mengham Avenue exhibits a quiet residential environment, is subject to 30mph speed restriction and runs along the site's eastern boundary served from Selsmore Road. Mengham Avenue exhibits a quiet residential environment. For the first circa 120m section of Mengham Avenue from the junction with Selsmore Road, all properties provide off-street parking facilities within the curtilage of properties with numerous driveways accessing onto the carriageway. There is therefore little requirement for on-street parking in the vicinity of the application site, with TROs in place to prevent this.

### Site Accessibility

- 2.5 Walking within the site locale is facilitated through existing infrastructure. A circa 2.0m wide footway fronts the site, with the crossing point and public footpath from Selsmore Road providing the most direct link to the adjacent Mengham shopping facilities and amenities. Footways to the south and south east of the application site connect with the wider residential areas and the coastal/leisure amenity on Hayling's seafront. The footway fronting the site is demonstrated within **Photograph 2** and the public footpath link to Mengham shopping precinct is demonstrated within **Photograph 3**.



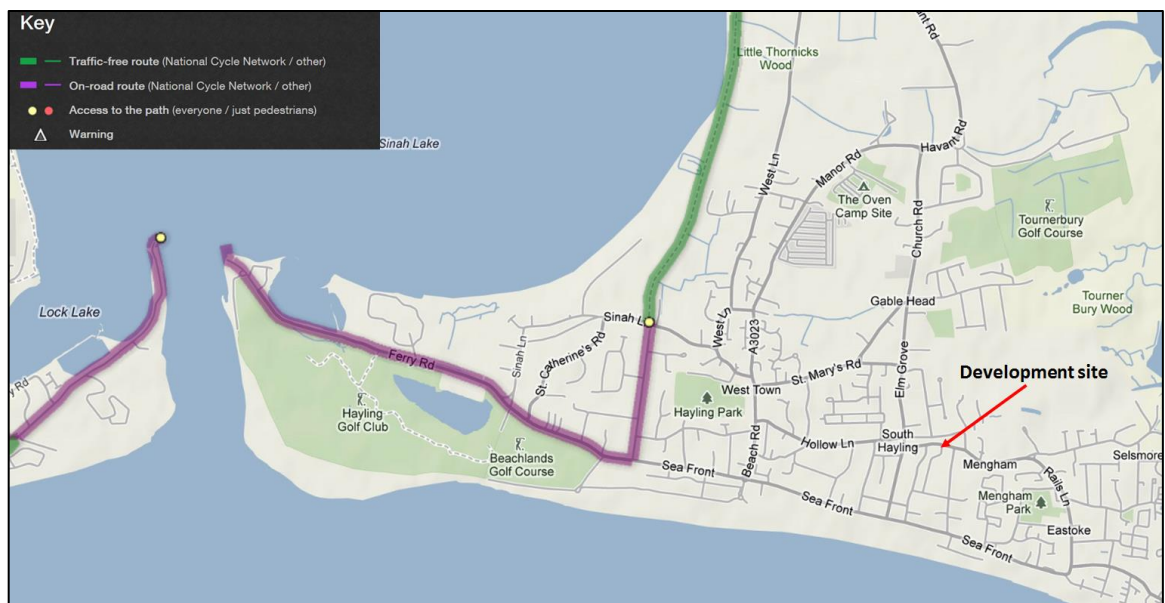
**Photograph 2** Footway Fronting the Site



**Photograph 3** Existing Traffic Splitter Island & Mengham Shopping Precinct

## Cycle Routes

2.6 Formal cycle routes are not currently in place in the immediate vicinity of the application site, although the lightly-trafficked nature of the local road network offers a suitable cycle environment. Marked on-road cycle routes are provided in west Hayling Island. Heading West National Cycle Network Route 2 (NCN2) provides a link to Portsmouth city centre via the Hayling to Eastney Ferry to the west, and Havant town centre and Langstone Technology Park to the north. The cycle routes are demonstrated within **Figure 2**.



**Figure 2** Cycle Routes on Hayling Island (Obtained from [www.sustrans.org](http://www.sustrans.org))

## Bus Services

- 2.7 The nearest bus stop to the application site is the 'Mengham, Rose in June' stop and is located within 100m walk of the application site. The bus stop for eastbound services is located on Selsmore Road directly opposite the site frontage, with the westbound bus stop located on the nearside of Selsmore Road 100m to the west. Additional services are available in nearby Mengham shopping parade (less than 200m walk). Bus services available from the site vicinity are summarised within **Table 1**, whilst the 'Mengham Rose in June' Bus stop is demonstrated in **Photograph 5**.

| Service                            | Route Summary                                                                 | Frequency                    |
|------------------------------------|-------------------------------------------------------------------------------|------------------------------|
| <b>30 Stagecoach in Portsmouth</b> | <i>Havant - West Town - Beachlands - Eastoke - Mengham - Havant</i>           | 2 per hour                   |
| <b>31 Stagecoach in Portsmouth</b> | <i>Havant - Mengham - Eastoke - Beachlands - West Town - Havant</i>           | 2 per hour                   |
| <b>31A Emsworth &amp; District</b> | <i>Chichester High School - Mill Rythe School</i>                             | 2 per day (School service)   |
| <b>629 Emsworth &amp; District</b> | <i>Mill Rythe School - Beechlands - Brights Lane</i>                          | 2 per day (school service)   |
| <b>634 Emsworth &amp; District</b> | <i>Northney Woodgasson Lane - Havant Road Kingsway - Mengham Rose in June</i> | 2 per day (school service)   |
| <b>A6 Stagecoach in Portsmouth</b> | <i>Hayling Island - ASDA</i>                                                  | 2 per day (s'market service) |

**Table 1** Bus Route Summary

- 2.8 Bus services linking with Havant Bus Station provide connections to wider destinations such as Portsmouth, Southampton and London. National Express coach services and rail services are also in close proximity to Havant Bus Station.
- 2.9 The frequency and range of bus services provided from locally accessible bus stops provide a realistic and attractive opportunity for travel via bus for commuting and domestic purposes.

## Rail Services

- 2.10 No rail services are in operation on Hayling Island. Havant Railway Station is the closest railway station, located approximately 7km from the application site and is accessible via a 20 - 30 minute bus journey. Havant Railway Station provides services to London Waterloo and Victoria Portsmouth Harbour, Southampton Central and Fareham amongst others.

### **3. PROPOSED DEVELOPMENT**

#### **Accommodation Schedule and Site Layout**

- 3.1 The proposed development comprises of 4 x 3 bedroom units fronting on to Mengham Avenue. The existing site access on to Selsmore Road would be stopped up, resulting in a reduced number of access points on this section of Selsmore Road and therefore helping to minimise potential vehicle conflict. The proposed site layout is attached as **Appendix A**.

#### **Access**

- 3.2 The proposed houses would each be served by individual driveways accessing on to Mengham Avenue via vehicle crossovers. The driveways would require vehicles to either reverse in or out of the driveways as there would not be sufficient space to turn a vehicle on site. This arrangement is in keeping with many of the existing driveway accesses on Mengham Avenue which also do not provide turning space.
- 3.3 Vehicle speeds on Mengham Avenue have been observed to be significantly below the 30mph speed limit due to the traffic calming effects of the relatively narrow carriageway, road alignment and its close proximity to the Selsmore Road junction.
- 3.4 The low vehicle speeds and quiet residential environment would support safe entering and exiting of the proposed driveways. The wide 4m verge/pavement fronting the application site would also assist in provision of suitable visibility conditions which in many cases would offer more favourable conditions when compared to existing driveways on Mengham Avenue in the vicinity of the site. The low intensity of use of the driveways also serves to minimise potential for vehicle conflict.
- 3.5 The relocation of the site's access on to Mengham Avenue means that vehicle movements associated with the proposed development would not conflict with the adjacent proposed convenience store's service layby.

#### **Footway Improvements**

- 3.6 As part of the adjacent convenience store application a pedestrian crossing linking the application site to the pedestrianised Mengham shopping centre is proposed to be implemented approximately 40m from the site. The crossing would formalise the existing traffic splitter island on Selsmore Road and utilise the existing dropped kerbing, with the addition of tactile paving proposed for both sides of the carriageway. This would significantly improve accessibility for residents of the proposed development.

### Car Parking Provision

- 3.7 Parking has been provided in line with the residential parking standards set out by HBC. Each of the proposed property's driveways provide sufficient space for two vehicles to park in tandem. A summary of HBC parking standards considered against the proposed development's provision, is included as **Table 2**.

| Unit Size       | Spaces per Unit   | Standard Car Parking | Proposed Car Parking |
|-----------------|-------------------|----------------------|----------------------|
| 3 bedroom house | 2 spaces per unit | 8                    | 8                    |

**Table 2** Parking Standards and Provision Summary

- 3.8 The HBC parking standards identify a maximum provision of 2 spaces per 3 bed unit, therefore a provision of 8 spaces would adhere to this standard.

### Cycle Parking Provision

- 3.9 The HBC cycle parking standards require 2 long stay spaces and 1 short stay space for a 3 bedroom unit. Long-stay storage provision would be incorporated within a secure store in the rear gardens of the properties, while short stay cycle parking is provided via a cycle hoop within the driveways as demonstrated within the proposed site layout included as **Appendix A**.

### Development Trip Rate Impact

- 3.10 The trip generation associated with the proposed development has been considered against that of the existing site usage. Housing developments of this location and nature would typically generate in the order of 5-6 vehicle trips. This figure is also used in HCC's Transport Contribution Policy (TPC) guidance as a typical household trip generation. Based on this, the new development would generate in the region of 24 vehicle trips per day.
- 3.11 The existing site's car park provides 28 vehicle spaces and was observed to be well utilised due to the proximity to Mengham shops (100m) and the free parking it provides (alternative council parking areas require payment). Should each space within the car park be occupied at least once a day, a minimum of 56 vehicle trips would be generated by the existing site. The net vehicle trip impact of the proposed development in terms of new trips on the local road network is summarised within **Table 3**.

|                                    | Anticipated Daily Vehicle Trips |
|------------------------------------|---------------------------------|
| Existing Car Park Vehicle Trips    | 56                              |
| Proposed Residential Vehicle Trips | 24                              |
| Net Impact                         | -24                             |

**Table 3** Development Trip Impact

- 3.12 Based on this assessment it is anticipated that a significant decrease in vehicle movements across the day would occur, with a reduction of 32 trips generated on the local road network by the proposed development. The quantum of traffic associated with the development is therefore not considered to have a material impact on highway safety or capacity within the locale.
- 3.13 The above 56 vehicle trips generated by the existing car park site would also generate at least 56 multimodal trips (should each car be single-occupied), where vehicle occupants leave and return to their parked vehicles. This conservative assessment would therefore suggest at least 112 multimodal trips per day being generated by the existing site, with a significant number of these trips likely to occur in the traditional peak hours, especially where associated with local employment.

### **Transport Contributions**

- 3.14 The HCC TCP is referred to in considering the applicability of transport contributions associated with this proposed development. The proposed development would reduce the number of trips compared with the existing development. In addition, the LRN would see improvements with the access point away moved from the busier Selsmore Road, reducing potential vehicle conflict, traffic flow and improving local highway safety in the vicinity of the site.
- 3.15 Given the above, in accordance with the HCC TCP, it is not considered justifiable or necessary to attach a transport contribution to the proposed development.

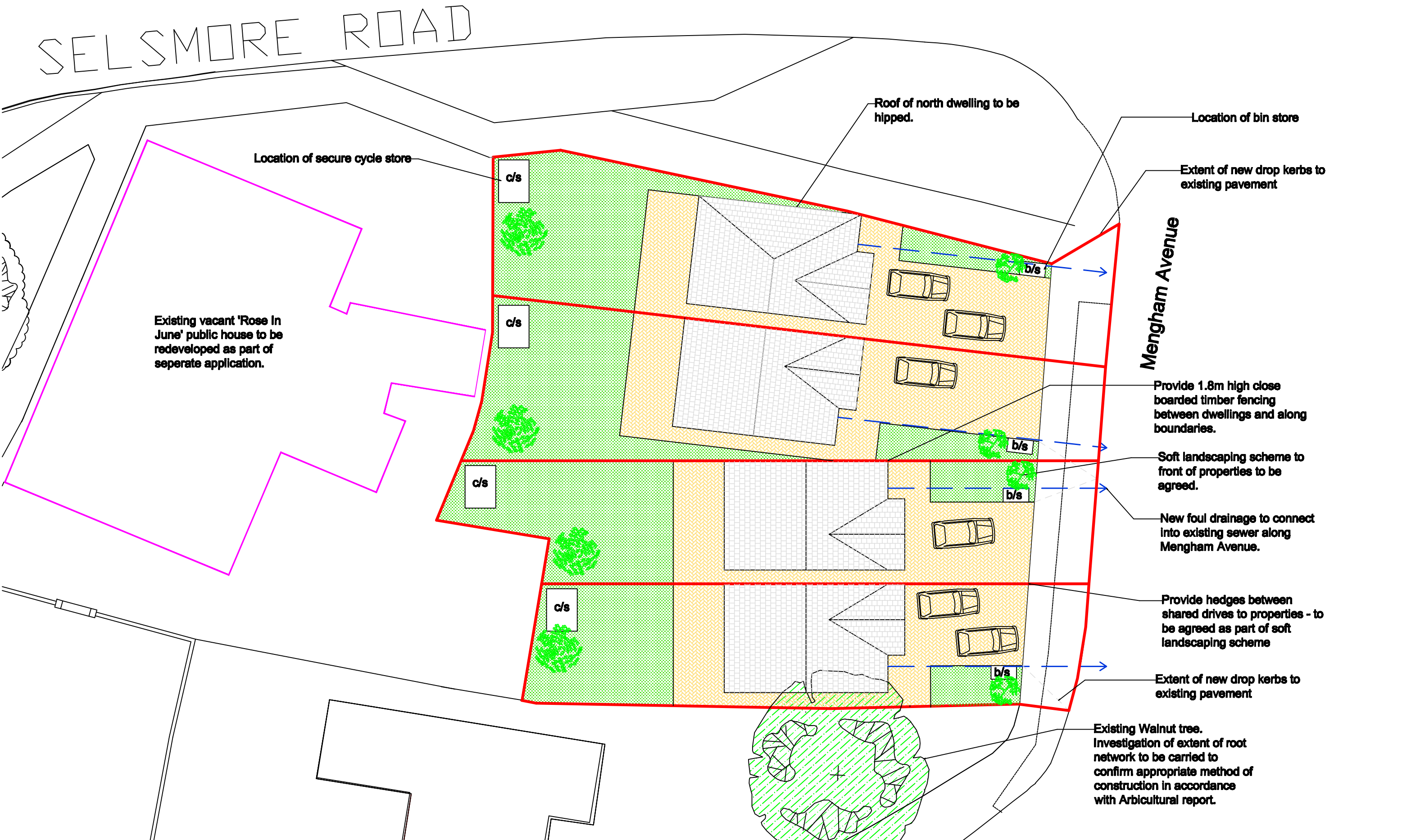
### **Servicing**

- 3.16 Servicing of the proposed development would take place as per the existing arrangement for properties on Mengham Avenue, within the carriageway. Mengham Avenue is a through road allowing refuse collection to access the site without having to reverse back out on to Selsmore Road. Existing refuse collection on Sir Georges Road demonstrates that this arrangement is suitable.
- 3.17 Refuse collection would take place at the roadside, allowing for minimal carry distances for refuse collectors, as promoted in Manual for Streets Design Guidance.

#### **4. SUMMARY AND RECOMMENDATIONS**

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Monterrey Properties to support a planning application for the redevelopment of The Rose in June public house car park on Selsmore Road, Hayling Island. The proposed development comprises of 4 x 3 bedroom houses each served by a vehicle crossover access onto Mengham Avenue.
- 4.2 Individual driveways are proposed to serve each unit from Mengham Avenue. This proposed access arrangement is in keeping with and appropriate for local road conditions whilst also resulting in a reduction in potential vehicle conflict on Selsmore Road with the existing site access proposed to be stopped up.
- 4.3 An appropriate level of car parking and cycle storage provision is proposed in line with HBC residential parking standards.
- 4.4 It is anticipated that the proposed development would decrease the traffic on the local road network across the day. The traffic generated would therefore not impact upon the operation capacity or highway safety in the locale.
- 4.5 In accordance with HCC's Transport Contributions Policy, it is not necessary to attach a transport contribution with the proposed development given the reduction in traffic on the local road network and wider benefits resulting from the relocation of the site's access from Selsmore Road.
- 4.6 The application site is conveniently located to support redevelopment with access to existing public transport and infrastructure. We would therefore encourage HBC to look favourably upon this application in highway terms and recommend that planning consent be granted on this occasion.

## **Appendix A**



| revisions |                               |          |   |   |
|-----------|-------------------------------|----------|---|---|
| A         | Hatching and PH added         | 04/06/13 | - | - |
| B         | Amend drop kerbs and boundary | 05/06/13 | - | - |
| .         | .                             | .        | . | . |
| .         | .                             | .        | . | . |
| .         | .                             | .        | . | . |
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checked by  
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project  
**Rose in June,  
Hayling Island**  
  
drawing  
**Planning - Proposed Residential Block Plan**

drawing no. revision  
**P - 203 B**  
  
date scale at A3  
**03/06/13 1:200**  
  
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