



Transport Statement in Support of Redevelopment at

**158 Hart Plain Avenue
Waterlooville
Hants**

Transport Statement prepared by

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Introduction.

1. This transport statement has been prepared in support of proposals to redevelop the site of 158 Hart Plain Avenue, Waterlooville to provide 9 flats. It is anticipated that these will be managed as affordable rented homes through a Registered Social Landlord although for the purposes of this report there is an assumption that the flats will be mixed tenure with approximately 30%-40% social housing in accordance with the council's policy.
2. The scheme is shown on PLC Architects drawing no. 12-1682-100 P3

Site location

3. The site lies to the north-east of Hart Plain Avenue and north of Oaklands Grove. To the front of the site is a parking lay-by which is part of the public highway. Immediately north of the site is an access road (part of Hart Plain Avenue) providing vehicular access to the development site and to Stuart Borrow House, a residential block which lies to the east of the site and is already managed by a Registered Social Landlord.

Relevant transport policy

4. 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).
5. 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.
6. 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).
7. 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.

8. There is a presumption in favour of sustainable developments (paragraph 197).
9. The National Planning Policy Framework requires that when 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;
10. Policy T6 of the Havant Borough Council District –Wide Local Plan headed “Public Transport, Cycling And Walking New Development” states “Development will be permitted provided it is, or could be, served efficiently by public transport, cycling and walking”.
11. From the same document policy T9 “Provision Of Vehicle Parking And Turning Facilities” states “Development will be permitted where it provides parking for cars, motor cycles, and pedal cycles and turning facilities as appropriate in accordance with the relevant standards”. In 2010 the council published new Supplementary Planning Guidance for residential car parking.

Trip generation and distribution.

12. To provide a robust assessment of the impact of the development on the local highway network trips associated with the present A4 use has been ignored in this report. However those trips would need to be reflected in the calculation of any required transport contribution.
13. 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 standardised household occupancies and multi-modal trip rates. For two bedroom dwellings the assumed occupancy would be 2.42 persons per dwelling and the household multi-modal trip rate 7 trips/dwelling/day.
14. These figures derive from a comprehensive paper prepared by the council in September 2007. The 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.
15. For these dwellings an assumption of 7 private vehicle trips per day would be robust as it would presume all trips are by private vehicle and

that none are walking, cycling or public transport. From this it can be estimated that the new units could generate up to 63 multi-modal trips per day, of which six could be expected to be in each of the morning and evening peak hours.

16. This level of increase in traffic in Hart Plain Avenue would be insignificant.

Site accessibility and sustainability

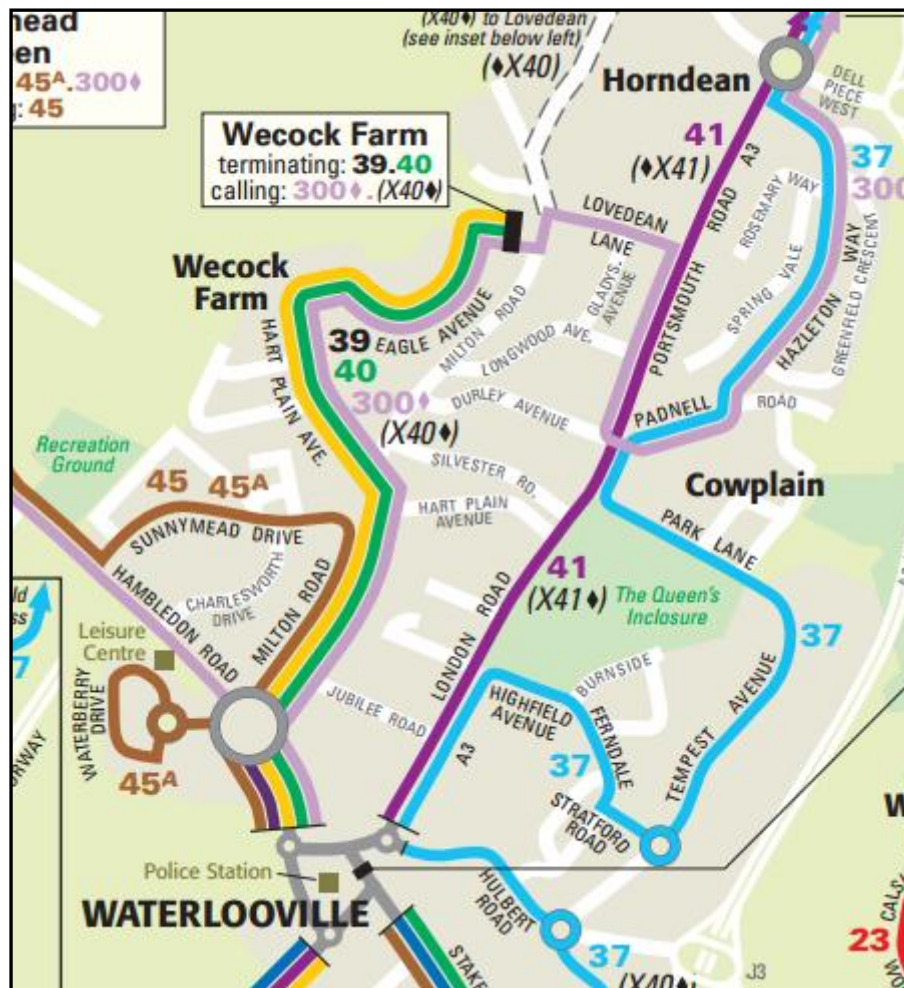
17. Located in a large sub-urban area the proposed commercial uses have a large local catchment for walking trips with an extensive network of footways which are well lit and have good casual surveillance.
18. An extract of the council's cycle map is included as appendix 1. Although there are no formal cycling facilities in the immediate area of the site there is a network of minor roads that provide lightly trafficked routes to important destinations such as schools and Waterlooville town centre. Although the area is not flat, gradients are not excessive and changes of level are well within the abilities of most cyclists or potential cyclists. Milton Road, whilst being one of the more important local traffic routes, is straight and with only infrequent incidence of on-street parking it provides a direct and convenient route to the town centre. At Jubilee Road a road closure with cycle access provides cycle access to Aston Road and from there Hambledon Road, through the retail park, to the town centre avoiding the Hambledon Road dual carriageway and associated busy road junctions.
19. On Hart Plain Avenue to the north of the site there are bus stops with shelters, seats and timetable cases.
20. The facilities at the stops are shown in the following two photographs.



21. Figure 1 is an extract from the current public transport map¹ and table 1 sets out the services passing the site, their frequencies and main destinations served. Services 39/40 between them provide 8 buses per hour weekdays (7 Saturdays, 4 Sundays) to Waterlooville and 4 per hour weekdays directly to Portsmouth and to Havant (3 and 4 respectively Saturdays, 3 and 1 respectively on Sundays). These frequent services throughout the week provide public transport access to a number of major destinations, including Queen Alexandra Hospital and the railway stations at Cosham and Havant.

¹ http://www3.hants.gov.uk/havant_network_map_oct_11.pdf

Figure 1 – Extract of HCC public transport map for Havant and Waterlooville²



² http://www3.hants.gov.uk/havant_network_map_oct_11.pdf

Table 1 - Services, destinations and frequencies

Services at Wecock Farm					
Service	Operator	Main destinations served	Frequency (weekday daytime)	Frequency (Saturday)	Frequency (Sunday)
39	Stagecoach	Waterlooville, Havant	4 per hour	4 per hour	1 per hour
40	First	Waterlooville, Cosham, Portsmouth, Southsea	4 per hour	3 per hour	3 per hour
X40(peak hour service only)	First	Waterlooville, Portsmouth, Southsea	2 in am	N/a	N/a
300 (Wednesday only)	Emsworth and District	Waterlooville, Emsworth, Chichester	1 service each way	N/a	N/a

22. Rail travel is unlikely to make a measurable contribution to meeting travel demand regularly arising from this site due to the remoteness of the main railway stations at Cosham, Havant and Petersfield (and therefore the time to access them). Although there is an hourly service from Waterlooville to the station at Petersfield this operates on and east of the London Road (A3) as service 37 and is unlikely to be attractive other than for occasional use.
23. The site has convenient access to comprehensive shopping and health facilities in Waterlooville (and to the Queen Alexandra Hospital at Cosham on a direct bus route) and has access to primary and secondary education within walking distance (see Appendix 1). Tertiary education facilities at Highbury and Havant Colleges and at Portsmouth University, are all served by frequent and direct bus services. There are substantial local employment opportunities within Waterlooville, including west of Hambledon Road, the Aston Industrial Estate and in Waterlooville town centre, some sites being within walking distance of the development and many others within cycling distance. Bus services passing the site provide direct public transport to opportunities further afield, such as in Cosham, Havant and Portsmouth. This location is therefore well suited for a form of housing development where car ownership or regular access to a car may be relatively low and consequently reliance on non-car modes for transport relatively high.
24. With this good accessibility by walking, cycling and public transport the site complies with policy T6 of the Havant and Waterlooville District Wide Local Plan.

Visibility

25. Visibility at the junction of Hart Plain Avenue with the access road to Stuart Borrow House is shown in the following two photographs.

Junction looking right



Junction looking left



26. There is excellent visibility in both directions.

The highway impacts

27. There is no evidence of remediation measures that would suggest there is an accident problem in the immediate vicinity of the site and this is as expected – Hart Plain Avenue is wide and straight in this location, there is good visibility at the junction and with most properties having private off-street parking there is little pressure on the available on-street parking. This qualitative assessment is confirmed in the summary of past accidents in this section of Hart Plain included at paragraph 56.
28. Although locally important, Hart Plain Avenue forms a long loop off Milton Road. It therefore has no function to provide a through route for traffic and consequently almost all traffic will be local to the area and consequently familiar with the road and its conditions.
29. The low level of traffic generation arising from the proposed use is not expected to result in any additional hazard to road users.

On-street parking surveys

30. Submitted in support of a previous application were the results of a number of surveys undertaken to determine current levels of on street parking both immediately adjacent to this site but also over the wider area. The results of the surveys are reported in letters to Havant Borough Council dated 29th June 2011 and 19th July 2011. Those surveys include data with relevance to this application and are summarised below.
31. All the surveys recorded nil or very light levels of on-street parking in Hart Plain Avenue, (other than on the east side outside of the convenience store), in Hart Plain Avenue Spur, Chaplains Avenue and Albretia Avenue.
32. The preferred location for parking for customers of the convenience store was on the east side of the Hart Plain Avenue carriageway immediately in front of the store.
33. Some use was made of the lay-by in front of 158 Hart Plain Avenue by customers to the convenience store; the lay-by has a capacity of 5 vehicles. Surveys were carried out to establish the extent of that use.
34. Three surveys were carried out during the afternoons of Friday 17th- Sunday 19th June 2011. A total of 40 observations at 15 minute intervals were made between 14:30 and 19:00; times varied by day to reflect likely peak usage of the convenience store. The distribution of

numbers of vehicles parked is shown in Table 2.

Table 2 - Distribution of number of vehicles parked in lay-by - PM

No of vehicles parked	0	1	2	3	4	5
Frequency	5	8	12	13	2	0
Frequency (%)	13%	20%	30%	33%	5%	0%

35. Table 2 demonstrates that a maximum of 4 vehicles was recorded as parked in the lay-by on these three afternoons with 3 or less vehicles observed parked 95% of the time.

36. A further sixty-five observations were made between 06:00 and 09:00 on Tuesday 12th July and Thursday 16th July 2011. The distribution of numbers of vehicles parked is shown in Table 3.

Table 3 - Distribution of numbers of vehicles parked – AM

Tuesday 12/7/11 and Thursday 14/7/11 - 06:00-06:55						
No of vehicles parked	0	1	2	3	4	5
Frequency	10	2	4	0	0	0
Frequency (%)	63%	13%	25%	0%	0%	0%
Tuesday 12/7/11 and Thursday 14/7/11 - 07:00-07:55						
No of vehicles parked	0	1	2	3	4	5
Frequency	17	4	2	0	0	0
Frequency (%)	74%	17%	9%	0%	0%	0%
Tuesday 12/7/11 and Thursday 14/7/11 - 08:00-09:00						
No of vehicles parked	0	1	2	3	4	5
Frequency	14	10	2	0	0	0
Frequency (%)	54%	38%	8%	0%	0%	0%

37. Table 2 and Table 3 demonstrate that a maximum of 2 vehicles were recorded as parked in the lay-by on the days and times of these surveys.

38. The surveys demonstrate that with low overall on-street parking levels there is ample on-street capacity to accommodate any over-spill parking including at least two and often three spaces in the lay-by immediately in front of the proposed new flats.

Car parking

39. The proposal is for 9 two bedroom apartments (each comprising 3 habitable rooms).
40. In March 2010 Havant Borough Council published Supplementary Planning Guidance on Residential Car and Cycle Parking³.
41. Table 5 of the new SPD gives the following guidance in respect of residential car parking in a “standard” area (i.e. not Havant or Waterloo town centres).

Table 4 - SPD Parking Standards

Size of dwelling	Parking spaces (unallocated)	Parking spaces (allocated)
2 bedroom	1.3	2

42. The intention is that the parking for the proposed development will be unallocated and from the table this gives 11.7 spaces, which would be rounded to 12 spaces.
43. The SPD standards do not discriminate between flats and houses, accessibility (other than in the town centres) or tenure. Research undertaken on behalf of the DCLG and published in May 2007⁴ states “Dwelling size and type are major factors in determining car ownership levels” and continues “Tenure is another influence on household car ownership. In particular, households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of a similar size and type”.
44. Although the research focussed on car ownership in owner-occupied households it did establish that for any given number of habitable rooms car ownership was lower for flats than houses (Table 5).

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

⁴<http://www.communities.gov.uk/documents/planningandbuilding/pdf/residentialcarparking.pdf>

**Table 5 - 2026 Average Car Ownership, Suburban Area
(source: Residential Car Parking Research, DCLG 2007)**

Habitable rooms	House		Flat	
	Low car ownership	High car ownership	Low car ownership	High car ownership
3	1.0	1.2	0.7	1.0
4	1.0	1.3	0.7	1.0

45. From the DCLG research the parking demand for 9 two bedroom **houses** in a suburban area with communal parking and assuming each house comprises a lounge/diner, separate kitchen and two bedrooms (4 habitable rooms) is 11.7 spaces (9×1.3) for owner-occupied properties, based on the “high value” data from the DCLG research. This is consistent with the calculation using the Havant Borough Council guidance, indicating that the research can be used to estimate an appropriate level of parking for flats and tenure other than owner-occupier.
46. For a development of nine **flats** all in owner-occupation the DCLG research indicates the provision of 9 (9×1) spaces would be sufficient when parking is provided communally.
47. The DCLG research comments that “households occupying rented accommodation can have up to 0.5 fewer cars than owner-occupied households in dwellings of a similar size and type”. Assuming the 0.5 of a space applies to the largest dwellings reported in the research (8 habitable rooms) and applying this reduction pro rata with the size of dwelling it can be estimated that as rented accommodation two bedroom flats with three habitable rooms each would have a parking requirement of ($1 - 3/8 \times 0.5$) space/dwelling, approximately 0.8 space/dwelling.
48. In accordance with Havant Borough council policy a minimum of three flats would be for affordable rented housing. If the development were to comprise six owner-occupied dwellings and three affordable rented dwellings, based on the DCLG research the parking requirement would be just over 8⁵ spaces.
49. As wholly affordable rented housing the 9 flats would have an estimated maximum parking demand for 7-8 spaces (9×0.8) communal parking spaces.

⁵ 6 flats at 1 space/dwelling + 3 flats at 0.8 space/dwelling = 8.4 spaces.

50. These estimates are based on the researchers TEMPRO projections to 2026 and reflect high car ownership values and therefore are considered robust, assuming that growth in car ownership takes place as in accordance with those estimates.
51. It is concluded therefore that whilst 12 spaces would be an appropriate level of parking provision were the proposal to be for 9 two bedroom houses for owner-occupation with shared parking and 9 shared spaces would be an appropriate level of car parking to serve 9 owner-occupied **flats**, the 8 spaces proposed is appropriate for this mixed development, based on 30% of flats being affordable rented dwellings.
52. The level of parking is therefore appropriate to the scheme and in accordance with Policy T9 of the District-Wide Local Plan. Any occasional shortfall in parking can be accommodated safely and conveniently on-street without detriment to local residents or businesses, as demonstrated in the previous section.

Cycle Parking

53. The new Residential Parking and Cycle Provision SPD also gives guidance on appropriate levels of cycle parking for the residential element of the scheme, requiring two spaces for two+ bed units for long stay (i.e. residents) and 1 loop/hoop per unit for visitors/short stay use. Paragraph 6.10 concedes that “For large flatted developments a reduction in the cycle parking /storage provision standards may be acceptable”.
54. Each ground floor flat will be provided with an internal store sufficient to accommodate two cycles. A communal cycle store with secure parking for a further 12 cycles is provided for the residents of the six first and second floor flats. In addition 2 “Sheffield” racks will be provided adjacent to the main entrance to the flats for casual visitor/short stay cycle parking. (The full standard would require up to five Sheffield racks for the 9 apartments but this is considered to be an over-provision at this time; there is adequate space for additional racks to be provided adjacent to the flats in the future if there is a demonstrated demand).

Servicing

55. A bin store will be provided for refuse and for recycling. A direct and level route is provided from the bin store to the access road serving Stuart Borrow House and it is anticipated that the bins for both properties (and the flats between these two sites previously permitted) will be collected on the same round; the refuse vehicle will turn in the

grounds of Stuart Borrow House and will not need to reverse into the car park or from Hart Plain Avenue.

Accidents/Collisions

56. For the previous application accident records for the Hart Plain area for the five years and 3 months between 1st January 2006 and 31st March 2011 were obtained from Hampshire Constabulary. A map showing the search area is included as Appendix 2. This data remains representative for this application.

Over the five year period six accidents were recorded in this section of Hart Plain Avenue, summarised as follows

Ref	Location	Date	Description	Casualties
1	O/s 83 Hart Plain Avenue	15/03/2006	Moped swerved to avoid pedestrian in road and struck parked car	1 Serious
2	O/s Rachel Maddox School	09/06/2006	Car turned right into path of moped	1 slight
3	Oaklands Grove junction	21/11/2006	Car turned right into path of 2nd car	2 slight
4	Sutton Road junction	29/04/2008	Car 1 waiting to turn right. Car 2 drives into back of car 1	1 slight
5	Robin Gardens junction	04/11/2008	Dog in road. Car brakes, struck in rear by motorcycle	1 serious
6	Sutton Road junction	02/12/2008	Moped rider lost control in wet conditions	1 Serious

None of these accidents are significant in terms of the proposed development and those referenced 1, 4 and 6 lie some distance from the application site.

Conclusions

57. The proposed redevelopment will provide 9 new flats with at least three of these managed as affordable rented housing.

58. The redevelopment would not result in a significant increase in traffic in Hart Plain Avenue. Vehicular access to the car park is from the Hart Plain Avenue spur that serves Stuart Borrow House. Visibility from this road into Hart Plain Avenue is excellent.

59. The site is accessible to a wide range of goods and services without reliance on access to a car. Two frequent bus services pass by the site giving on weekdays eight buses an hour to Waterlooville town centre and four buses per hour each to Havant town centre and to Portsmouth city centre via Cosham. A number of destinations including schools,

shops and employment are within convenient cycling distance.

60. The development will provide 8 parking spaces for residents which is considered an appropriate level of on-site car parking provision for the 9 flats. Any occasional overspill parking can be accommodated safely and conveniently on-street, including in the adjacent lay-by, without detriment to other residents or local businesses.
61. Cycle parking for residents is provided in secure stores in accordance with the council standards. Two Sheffield stands will be provide adjacent to the main entrance to the flats for short stay/visitors with ample space to increase this in the future should there be a need to do so.

Appendix 2 - Map of search area for collision records (Hampshire Constabulary)

