



**Transport Statement in Support of
Development at
Mary Rose House
Woolston Road
Leigh Park
Havant
Hants**

Transport Statement prepared by

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Site location

1. The site lies on the west side of Woolston Road, a short distance north of its junction with Middle Park Way; Middle Park Way is one of the more important routes through the Leigh Park area of Havant. The site has direct access to Woolston Road, a wide single carriageway road with footways both sides and street lighting.

Outline of the development proposals

2. The proposal is to redevelop the site to provide 15 three bedroom houses, 6 two bedroom flats and 4 one bedroom flats with associated car and cycle parking. The scheme has been developed for and will be managed by the Guinness Partnership a registered provider of affordable housing. The proposals are shown on Martin Ralph drawing number 11256 RM 05 G.
3. The internal access road will remain private, maintained by the housing association, but will be constructed to withstand the weight of refuse vehicles and similar with the necessary turning space for such vehicles to enter and leave in a forward gear.

National Planning Policy Framework

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. 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;
 - 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

Site accessibility and sustainability

10. The site takes access to Woolston Road. Most motor traffic is expected to arrive from and depart to the south joining Middle Park Way at a mini-roundabout which forms part of a wider traffic calming scheme for Middle Park Way.

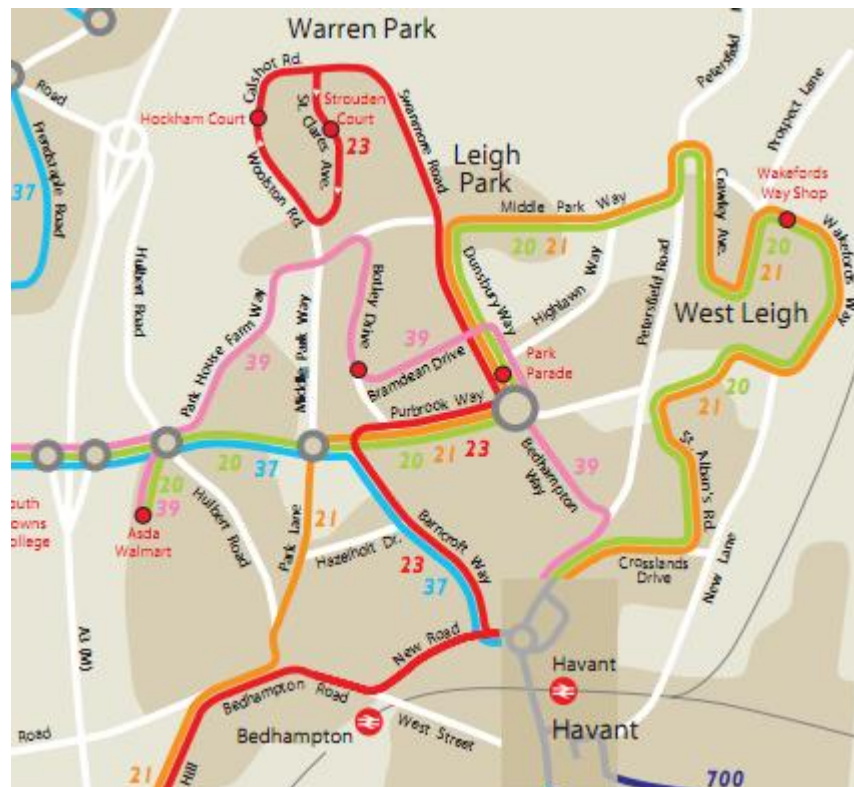
11. Woolston Road is a bus route, the Stagecoach coastline service 23 (northbound only). This is a direct 10 minute frequency¹ service to Leigh Park, Havant and onwards to Portsmouth. There is bus



¹ Weekdays and Saturdays daytime, 30 minute frequency Sundays

stop with shelter, seats and timetable information immediately outside the site.

Figure 1 - Extract of public transport map for Havant and Leigh Park



12. The nearest convenience shopping is a small retail store at the corner of Middle Park Way and Swaythling Road, a short walk east of the Woolston Road junction. There are additional local shopping facilities further east in Middle Park Way or to the south at the Purbrook Way junction.



13. To the north of the site is Prospect School.
14. As a large and established urban area Leigh Park has a number of local doctors surgeries with more comprehensive or specialist facilities at Park Parade/Greywell and at Havant Health Centre.

The predicted trip generation and transport contribution policy

15. 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

16. 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.
17. Based on these figures the 4 one bedroom flats, 6 two bedroom flats and 15 three bedroom houses would generate a total of 162 trips per day approximately 16 of which can be expected to occur in each of the morning and evening peak hours. Even if all these trips were by car this level of additional traffic in Woolston Road and Middle Park Way would not be significant, cumulative effects being addressed through the Hampshire County Council transportation contributions policy (see Appendix 1).
18. Subject to satisfying the necessary tests based on the new trips predicted to arise from the development and offset by the trips estimated to have arisen from the previous authorised use the applicant is proposing the sum of £20,913 to discharge the transport contribution obligation. The calculations in support of this assessment are set out in the Appendix to this statement.

Road safety issues

19. Data held on the Crashmap.co.uk web site indicates no reported injury accidents in Woolston Road in the five years 2006-10 (a representative five year period) and only two incidents at its junction with Middle Park Way, each resulting in slight injuries (June 2008, September 2009). The proposed development is not expected to increase the risk of accidents in Woolston Road or at the junction with Middle Park Way.

20. The site will be served by a new access on Woolston Road. Manual for Streets – Wider Application of the Principles paragraph 9.2.1 identifies that in the past minimum junction spacing was often based on recommended stopping sight distances but found little evidence that spacing criteria based on SSD are justified on safety or other grounds. Current advice therefore is that the need for and provision of additional junctions on existing highways should be assessed in the round, considering a wide range of factors such as the need for access at a particular point and the potential for interaction between adjacent junctions and consequent effect on user delays and road safety.
21. In this case the position of the access has been determined by the relationship of the buildings at the entrance to the site and a need to provide an efficient turning area for large vehicles, particularly refuse vehicles. The new junction will be approximately 45m from the Woolston Road junction with Gorley Court, a cul-de-sac leading to Saxley Court. No highway issues are anticipated arising as a consequence of the provision of the new access.

Visibility

22. From the new access on to Woolston Road there will be good visibility of on-coming traffic in both directions and the 2.4m*43m sight lines appropriate to this location will be achieved.

Vehicle and cycle parking

Car parking

23. In March 2010 Havant Borough Council published a Supplementary Planning Document (SPD) on Residential Parking and Cycle Provision. The Residential Parking SPD identified two areas of high accessibility within the borough, Havant Town Centre and Waterlooville Town Centre. This site does not meet the published criteria for being highly accessible and therefore the “Standard” parking provision is indicated.
24. 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 1 - 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

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

Table 2 - Parking demand estimated from SPD standards

Size of dwelling	Allocated (spaces)	Unallocated (spaces)	No. of units	Spaces (if all allocated)	Spaces (if all unallocated)
1 bed unit	1	0.9	4	4	3.6
2 bed unit	2	1.3	6	12	7.8
3 bed unit	2	1.9	15	30	28.5
4+ bed unit	3	2.4	0	0	0
Total			25	46	40

26. Whilst the “standard” parking requirement set out in the Havant SPD provides a consistent baseline for an initial assessment of developments across the borough it does provide for some flexibility in its application on a case by case basis provided that this can be properly justified².

27. It should be noted that the SPD standards do not discriminate between location (other than the town centres), dwelling type (houses and flats) or tenure, of particular relevance in the case of a development on behalf of a Registered Provider of affordable housing. Not discriminating between flats and houses can lead to an over-provision of parking where flats make up a significant proportion of the mix of units as modern flats often have a single open plan living space providing living, dining and kitchen space whereas generally even small houses will 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 Government 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

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.

than those in houses of a comparable size.

28. The SPD would yield a requirement for between 40 and 46 spaces irrespective of whether the development was wholly flats or wholly houses or a mix of the two, no matter where in the borough the development was located (outside of the town centres and irrespective of future occupiers).

29. Table 3 is reproduced from Residential Car Parking Research and represents average car ownership for properties in owner-occupation based on census data projected forward to 2026.

Table 3 - 2026 Average Car Ownership Values

Number of Rooms	Suburban				Urban				City Centre			
	Flats		Houses		Flats		Houses		Flats		Houses	
	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High
1	0.4	1.1	X	X	0.5	0.9	X	X	0.4	0.7	X	X
2	0.7	1.0	X	X	0.6	0.8	X	X	0.5	0.7	X	X
3	0.7	1.0	1.0	1.2	0.6	0.9	0.8	1.1	0.5	0.8	0.7	1.1
4	0.8	1.1	1.0	1.3	0.8	1.0	0.9	1.2	0.6	0.9	0.8	1.1
5	1.0	1.4	1.2	1.6	0.9	1.2	1.1	1.4	0.9	1.1	0.9	1.3
6	1.2	1.7	1.4	1.7	1.0	1.5	1.2	1.5	0.9	1.4	1.0	1.4
7	X	X	1.6	2.1	X	X	1.4	1.8	X	X	1.3	1.7
8	X	X	2.0	2.4	X	X	1.7	2.1	X	X	1.6	2.0

30. This part of Havant can be described as suburban and the table can be used to estimate the potential car ownership if the flats and houses were owner-occupied, maintaining the same mix of 1, 2 and 3 bedroom units.

31. If the development was entirely houses (with the same proportion of 1, 2 and 3 bedroom dwellings) the DCLG research would estimate a demand for between 28 and 50 parking spaces depending on whether car ownership in the area is low or high and whether parking is allocated or unallocated as demonstrated in the following two tables.

Table 4 - DCLG estimate for all houses, shared parking

Size of unit (habitable rooms)	Flats	Houses	Flat (low)	Flat (high)	House (low)	House (high)	Parking (low)	Parking high)
2			0.7	1	n/a	n/a	0	0
3		4	0.7	1	1	1.2	4	4.8
4		6	0.8	1.1	1	1.3	6	7.8
5		15	1	1.4	1.2	1.6	18	24
Total	0	25					28	37

Table 5 - DCLG estimate for all houses, allocated parking

Size of unit (habitable rooms)	Flats	Houses	Flat (low)	Flat (high)	House (low)	House (high)	Parking (low)	Parking high)
2		0	0.7	1	n/a	n/a	0	0
3		4	0.7	1	1	1.2	4	8
4		6	0.8	1.1	1	1.3	6	12
5		15	1	1.4	1.2	1.6	30	30
Total	0	25					40	50

32. For both wholly allocated and wholly shared parking for houses in owner-occupation the high ownership value of 50 and 37 spaces respectively are consistent with the 46 and 40 spaces derived from the Havant SPD guidance. This is to be expected as the Havant standards have to reflect the worst case of a single dwelling or a small development of dwellings in a relatively inaccessible, high car ownership part of the borough, all in owner-occupation. The DCLG guidance for high car ownership values could therefore be applied to such a development within the borough to give a similar result to that derived from the SPD. It follows that the DCLG research can provide a basis to interpret the Havant SPD to reflect a development including flats and affordable rented properties.

33. The site is located in Warren Park Ward. The SPD includes data on car ownership/room by Ward with a range of 0.172 (Battins) through to 0.266 (Cowplain). At 0.175 cars/room Warren Park has the second lowest car ownership/room of the 14 wards. Warren Park is also one of only three wards (with Battins and Bondfield) where a dwelling with four or more bedroom is expected to require only two car parking spaces to meet residents' parking needs, the remaining 11 wards are all indicated to require three spaces.

34. It is likely therefore that the "Standard" parking provision would over-estimate actual parking demand for residential development in this

location.

35. Having demonstrated a good correlation between the DCLG research and the council's SPD for high car ownership areas the research can be used with some confidence to estimate an appropriate level of car parking for this mixed development of flats and houses in this location where car ownership is relatively low.
36. For 15 three bedroom houses and 6 two bedroom and 4 one bedroom flats the residents parking requirement if the parking was to be entirely allocated or entirely communal can be estimated as follows:-

Table 6- Estimated parking demand, all parking allocated

Size of unit (habitable rooms)	Flats	Houses	Flat (low)	Flat (high)	House (low)	House (high)	Parking (low)	Parking high)
2	4	0	0.7	1	n/a	n/a	4	4
3	6	0	0.7	1	1	1.2	6	6
4	0	0	0.8	1.1	1	1.3	0	0
5	0	15	1	1.4	1.2	1.6	30	30
Total	10	15					40	40

Table 7 - Estimated parking demand, all parking unallocated

Size of unit (habitable rooms)	Flats	Houses	Flat (low)	Flat (high)	House (low)	House (high)	Parking (low)	Parking high)
2	4		0.7	1	n/a	n/a	2.8	4
3	6		0.7	1	1	1.2	4.2	6
4			0.8	1.1	1	1.3	0	0
5		15	1	1.4	1.2	1.6	18	24
Total	10	15					25	34

37. With the proposed mix of flats and houses the total parking demand reduces to 40 spaces for wholly allocated parking and between 25 and 34 spaces if parking is all unallocated. As previously stated, located in Warren Park the site is in a Ward of low average car ownership and therefore 25 and 40 spaces would meet the estimated parking demand depending on whether the parking is unallocated or allocated or a mix. These estimates are based on an assumption of 100% owner-occupied housing³.

³ Table 2 of the council's SPD provides a simple check on the DCLG derived estimates of 25 unallocated spaces. The estimated cars/room for Cowplain, the highest car ownership ward, at the

38. Policy CS9 of the Havant Borough Core Strategy sets a minimum level of provision for affordable housing of 30% on sites of 15 dwellings or more. The accompanying worked example in the SPD indicates approximately 2/3 of these affordable homes are expected to be social rented and 1/3 shared ownership.
39. The DCLG research found that tenure affects car ownership stating “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 similar size and type”. This is consistent with the experience of Registered Providers that tenants in affordable rented housing often have car ownership levels below that of owner-occupiers in similar housing.
40. The DCLG research enables estimates to be made of the parking requirement where there are complex factors - where some or all dwellings have allocated parking and some or all also share parking, where there is mixed tenure and there is variation in dwelling type. The calculations draw together information from tables 1, 3 and 4 of Residential Car Parking Research and can be complex. They therefore are best undertaken with a spreadsheet constructed for the purpose. A suitable spreadsheet is not generally available for this purpose but pdt (Hampshire) has constructed a bespoke spreadsheet that takes into account these variations of dwelling location, type, parking allocation and tenure⁴.
41. “Unallocated parking” is provision for visitors and for demand for parking by individual residents where their allocated parking is insufficient for their needs. Where a high proportion of parking is unallocated, in excess of 50%, the DCLG research and Manual for Streets advise that the flexible use of the spaces between visitors and residents will usually mean additional parking for visitors over that provided to meet the needs of residents is unnecessary – it is reasonable to assume that at times when some residents have visitors other residents can be expected to be elsewhere as visitors themselves.

end of the Plan period is 0.356 and for Warren Park 0.235 (66% of the Cowplain figure). Applying that percentage to the 40 spaces (wholly shared) derived from the SPD (Table 2) gives 26 parking spaces. There is therefore good consistency between the estimate derived from the DCLG research and an estimate derived from HBC data.

⁴ West Sussex County Council provides advice to the local planning authorities of West Sussex based on its own bespoke spreadsheet based on these same criteria. The pdt (Hampshire) spreadsheet has been found to give a good correlation with the WSCC spreadsheet.

42. The pdt (Hampshire) spreadsheet has been used to estimate parking demand arising from this development for affordable housing..
43. It has been assumed that each of the seven houses that will be made available under shared ownership will be allocated their own, individual parking space and that each of the six garages beneath the flats will be allocated to a two bedroom flat. All other dwellings will share communal parking, with sufficient communal spaces provided also to supplement the parking needs of the 13 dwellings with allocated spaces and for visitors.
44. From the pdt(Hampshire) spreadsheet the estimated parking demand for this option for a low car ownership suburban area is 29 spaces comprising 7 allocated spaces for the shared ownership houses, 6 allocated garages and 16 unallocated spaces.
45. It is proposed to provide 32 car parking spaces of which up to 13 (including the garages) will be allocated to individual properties and the remaining 19 spaces being available for shared use by residents and their visitors. It is considered that 32 spaces is an appropriate level of provision for this development based on dwelling type, location and future tenure.
46. If on-street parking on occasions was to take place in Woolston Road it would be most likely to occur in the evening or at weekends, times when it can be assumed there would be the greatest demand for on-site parking from residents and their visitors but when traffic flows on Woolston Road would be lower than at weekday peak times.
47. Woolston Road has a carriageway width of 7.4m. There is ample on-street capacity to accommodate casual parking associated with this site should it be necessary at times of high demand as demonstrated by the photograph, taken at approximately 21:00 on Wednesday 8th February 2012.
48. The situation would be as described in Manual for Streets 2, Section 10.7 Obstacles to Visibility which states “Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice”. The accompanying figure and text describes how, when visibility is impaired, drivers adjust their



behaviour to reflect their perception of risk.

49. Any parking that might on occasion overspill from the site to Woolston Road would not have an adverse effect on highway capacity, the safety of other road users or on nearby residents.

Cycle parking

50. Cycle parking will be provided in accordance with the council's standards. Each house will be provided with a secure cycle store sufficient to store at least two cycles in the rear garden. Each two bedroom flat will have space within the 6m*3m garage for two cycles. A communal cycle store will be provided for the four one bedroom flats.

Servicing

51. The access road and internal courtyard whilst remaining private will be constructed to withstand the weight of refuse collection vehicles.
52. The end houses have bin stores as part of the entrance / bay feature. All mid terrace houses will have bin stores in their rear gardens. On bin days, the bins will be brought out to one of the collection points (which will be landscaped buffer areas in between the parking bays).
53. There will be a communal bin area / collection point to serve the 10 flats.

Conclusions

54. The site lies on the east side of Woolston Road, a wide single carriageway road that is a bus route.
55. There is a convenience store a short walk from 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.
56. Residents living in the new houses and flats will create new trips on the local highway and transport networks but this will be offset by the reduction in trips arising from the closure of Mary Rose House. Any net increase will not have a significant effect on Woolston Road or Middle Park Way.
57. There will be good visibility in both directions from the proposed access into Woolston Road. The proposed development is not

expected to significantly or measurably increase the risk of accidents in Woolston Road or at the junction with Middle Park Way.

58. It is proposed to provide 32 car parking spaces with 13 spaces (including 6 garages) allocated to individual properties, the remainder being available for shared use by residents and their visitors. This is considered to be an appropriate level of provision for this development based on dwelling type, location and tenure. Any parking that might on occasion overspill from the site to Woolston Road will not have an adverse effect on other road users or nearby residents.
59. Cycle parking will be provided in accordance with the council's standards.
60. Although the internal access road will remain private it will be constructed to a standard to enable it to be used for deliveries and collections to homes on the site, including for refuse and recycling collections.
61. The applicant proposes a payment of £20,913 in discharge of the transport contribution obligation.
62. It is concluded that the proposed development is satisfactory in highways and transport terms.

Appendix - Transport Contributions Policy

63. The number of trips arising from the proposed use is calculated in Table 8 using the data contained in Appendix 3 of the Hampshire County Council Transport Contributions Policy document dated September 2007. Hampshire County Council has confirmed that this document remains current.

Table 8 - Transport Contribution - Proposed Development

Dwelling type	Occupancy	Multi-modal trips per dwelling	Cost/trip	Cost per dwelling	Number of dwellings	Cost
1 bed	1.3	3.7	£535	£1,980	4	£7,918
2 bed	2.42	7	£535	£3,745	6	£22,470
3 bed	2.42	7	£535	£3,745	15	£56,175
4 bed	3.5	10.2	£535	£5,457	0	£0
Total					25	£86,563

64. The previous use of the site has been as a care home for 12 adults with learning difficulties operated by the Southern Health NHS Foundation Trust. Typically there also would be 6-8 day clients each day. There is no survey data recording movements to and from the site in its previous use but the Trust has advised that staffing levels over three shifts would have typically been 12, 12 and 9 people (morning, afternoon, overnight shifts respectively). The ratio of staff to residents (including day clients) is therefore approximately 1:1.5, much higher than that associated with residential care homes for the elderly (other than for people with special needs) where the staff to resident ratio typically is around 1:5. In addition there would have been regular deliveries of milk, bread and groceries including fresh vegetable and fruit and visitors (both professional and personal). The 12 full time residents and 6-8 day clients routinely would go off-site on individual and group outings.

65. To estimate the trip generation from the previous use as a residential care home the approach has been to consider this in terms of an equivalent number of ordinary dwellings, using the HCC transport contributions policy data. Over a normal day there would be approximately 33 staff, 12 full time residents and 6-8 day clients, a total of 52 people (excluding visitors) on site. The Hampshire County Council Transport Contributions Policy uses average household occupancy and trip rates as set out in Table 8. Based on average occupancy this suggests the care home generated trips equivalent to approximately 21 two or three bedroom houses or fifteen 4+ bedroom

houses. The calculations to determine that nominal trip value are set out in the following table:

**Table 9 - Offset Transport Contributions Calculation
(based on equivalent 2/3 and 4+ bedroom dwellings)**

	Option 1	Option 2
Staff	33	33
Residents	12	
Day clients	7	
Total	52	33
Occupancy 2/3 beds	2.42	2.42
Occupancy 4+ beds	3.5	3.5
Equivalent 2/3 bed	21.49	13.64
Equivalent 4+ bed	14.86	9.43
Trips 2/3 beds	7	7
Trips 4+ beds	10.2	10.2
Trip rate (£)	£535	£535
Offset (2/3 bed)	£80,471	£51,068
Offset (4+ bed)	£81,075	£51,452

66. Option 1 considers all persons on the site whilst option 2 considers only staff; in both cases there would have been professional and personal visitors and regular deliveries. Option 2 reflects commuting patterns to the site by staff but does not take into account trips by residents and day clients who would walk from the site or be taken out by minibus. As the residents and day clients did not have independent mobility a mid-range figure would be appropriate.
67. An alternative approach would be to consider trip generation arising from re-use of the existing building for an alternative use, for example as a B1 office use. With a floor space of 640m² at 18.7trips/100m² this gives 120 trips per day. The redevelopment would result in a net increase of 42 trips per day (162-120) which at £535 per trip equates to a contribution of £22,470 giving a value for trips generated by the previous use of £86,563-£22,470=£64,093.

68. In summary, the transport contribution arising from the redevelopment is £86,563 based on the Hampshire County Council formula less an offset to reflect multi-modal trips associated with the current authorised use. Five figures have been derived for the current use covering a range of approximately £51,000-£81,000 with an average value of £65,632 a difference of £20,913.