11/01445 - PROPOSED DEVELOPMENT AT THE CROW'S NEST, HAZLETON WAY, COWPLAIN TRANSPORT STATEMENT

Introduction

This Transport Statement has been prepared to accompany a planning application for the change of use of The Crow's Nest Public House to a children's nursery.

The nursery is planned to ultimately have capacity for 50 children and will benefit from 305 sq.m. of floor area on the ground floor. The 3 bedroom first floor flat within the building will be retained as existing, with its independent entrance at the rear of the building.

Planning permission has already been granted for the development of three dwellings on the car park of the public house. That application involved rearranging the car parking layout for the public house and reducing the car parking provision to 14 spaces.

Following initial comments from the Highways Authority and Planning Officer on the current application, this Transport Statement addresses queries about traffic generation and demonstrates that the car parking provision and servicing arrangements for the proposed use are entirely acceptable.

Car Parking

The car parking standards applied by Havant Borough Council are based on the Hampshire County Standards. For day nurseries in areas that are considered to be relatively inaccessible, the standard is a maximum of 1.5 car parking spaces for every 2 full time members of staff. If the site was considered to be in a more accessible area, this requirement could be reduced to 1.5 spaces per 4 full time members of staff.

As was set out in the covering letter that accompanied this application, at full capacity of 50 children, the maximum number of full time staff posts for the nursery will be 11. This would result in a requirement for 4.125-8.25 spaces depending on how accessible the site is considered to be.

In addition, the 3 bed flat above the nursery would need to be provided with 2 car parking spaces. This increases the total requirement to 6.125-10.25 spaces.

The provision of 14 spaces on the site, which was considered necessary for the public house, exceeds the requirement for the day nursery and flat. However, it should be noted that since those car parking standards were adopted by the County Council there has been a change in Government guidance in PPG13 to encourage local authorities to consider appropriate car parking standards at a more local level and to remove the imposition of maximum standards.

In addition, given that the proposed development is making use of an existing building and existing car parking provision, it should be considered to be entirely acceptable for the site.

There is no requirement to provide car parking spaces on the site for people dropping off and collecting children. However, the additional car parking spaces do allow flexibility for this provision. The spaces to the rear of the site can be used for staff and those to the front of the site can be used for safe dropping off and picking up of children on site and away from the highway.

Travel Patterns

In addition to considering the car parking provision, it is necessary to set out the likely traffic movements to be generated by the proposed development and how these would be spread throughout the day.

In order to answer these questions, information has been obtained from a nursery operator who has expressed an interest in the site and who has an existing nursery operating in the area.

Experience from Existing Nursery Site

The existing nursery has been operating for two and a half years. It has an operating capacity of 30 children, with 6 car parking spaces provided on the site and opening hours between 0730 and 1800 Monday to Friday.

The business' policy is to retain as many parking spaces as possible for people dropping off and collecting children and to encourage staff to travel by alternative means or, if necessary, park off-site.

Because the jobs in the nursery are relatively low paid, the travel distance and means of transport for staff is inherently restricted. In the existing nursery, the company has found that many staff live locally and will travel by foot, bicycle or public transport. If they do use a car they will look to car share with colleagues, which reduces parking requirements.

The operator advises that, in their experience, parents will normally choose a nursery that is located close to their home. It is normally also a priority for it to be on their route to work to minimise any delay to their journeys. The business, therefore, has a relatively small catchment area.

Some parents prefer to drive home after work and then walk to pick up their children rather than drive to the nursery. This further limits the number of additional car trips being generated by the facility.

The majority of children arrive at the site between 0730 and 0900. However, arrivals are very staggered, which means that there is never any congestion at the site. The working hours of staff are also staggered in response to the number of children.

Some children only attend the nursery for half a day meaning that there are some drop offs and collections over lunch time. End of day collections then normally take place spread over a period between 1600 and 1800.

A summary of the typical daily movements of staff and customers for the existing nursery are set out in the attached table. It should be noted that this is indicative only as patterns change on a daily basis. However, it gives a feel for the general spread of movements throughout the day. It should be noted that the staff to children ratio is higher for the existing nursery than it will be for the proposed development as the toddler section, which requires a higher ratio, is larger.

This is a private nursery. Customers are paying for the service because they work or have other commitments. It is not usual for parents to arrive early or congregate in the parking area causing congestion. Drop offs and pick ups are generally planned to take the minimum time possible, within reason. This should not be a concern for this type of use.

The only servicing needs that the nursery has are:

- a food delivery once a week in a standard supermarket delivery van;
- a delivery of other supplies such as toilet rolls and cleaning products in a small van once every 3-4 months; and
- a weekly refuse collection.

The 6 car parking spaces on the existing site have proved to be more than sufficient for the capacity of that nursery. The spread of drop offs and collections means that the impact on the local highways network at any one time is negligible. It is further reduced by the use of alternative means of transport and the nursery being on the route of an existing journey to work for some people.

Impact of Proposed New Use

The operating hours sought for this proposal are the same as operating at the current nursery site. The premises are not open in the evenings or at weekends. As a result, the impact on local residents in terms of any noise or disturbance will be significantly less than the current public house use.

The site benefits from being located in a residential area with an immediate catchment of potential customers within walking distance. Whilst there are other nurseries in the local area, none of them offer places for babies, which the proposed facility hopes to offer. It is noted that there are a lot of bungalows in the surrounding area, suggesting an older population. However, the potential operators believe there are still a good number of families in the area within walking distance of the site and a demand for the facility.

The site also benefits from being on a bus route with a bus stop immediately outside, which provides an alternative means of transport.

The operators are happy to agree to the provision of secure cycle parking on the site and making information on bus services available to staff and customers. They can also put measures in place to encourage car sharing amongst staff and customers.

However, it should be recognised that the travel patterns of staff will be inherently local and sustainable and the travel patterns for people dropping off and collecting will be designed to fit in with existing journeys being made and to be as convenient as possible relative to where they live.

If the figures in the attached table are scaled up for the additional size of the proposed use, taking into account the likely maximum of 11 staff, the car parking provision and impact on the highway network will be entirely adequate and acceptable.

With regard to servicing, the public house is currently serviced by delivery vehicles reversing along the side of the building. Refuse collection currently takes place from the roadside. It is anticipated that the deliveries for the proposed use will be less than for the public house and will continue to operate without any disruption to the highway.

Conclusion

It has been demonstrated through the information provided in this document that the car parking provision for the proposed nursery is entirely adequate to meet its requirements given the nature of the use and the likely travel patterns of staff and customers.

This document can serve as a Travel Plan for the site by providing sufficient information to demonstrate that the proposals are acceptable. If further information is required to monitor the situation, this can be required through a condition on the planning consent. This can then be discharged once a definite operator is in place.

Based on the interested operator's experience at their existing site, the proposed use will not have any detrimental impact on highway safety. Indeed, it is likely to represent an improvement compared to the public house use.

As a result, we invite the Council to consider the proposals favourably and enable the opportunity for this beneficial development to be brought forward through the grant of planning permission.

Typical Daily Travel Patterns for Existing Nursery

		0730-0800	0801-0830	0831-0900	0901-1200	1201-1400	1401-1600	1601-1700	1701-1800	TOTAL	
		Arrive	Arrive	Arrive	Arrive	Depart	Depart	Depart	Depart	Arrive	Depart
Car	Staff	2		2	2			2	4	6	6
	Children	6	6	8	6	4		4	4	26	12
Bus	Staff	1	1	1	1			2	2	4	4
	Children				1				1	1	1
Bicycle	Staff				1				1	1	1
	Children										
Foot	Staff		1	1				1	1	2	2
	Children			2	1	5	1	2	9	3	17
TOTAL	Staff	3	2	4	4			5	8	**13**	
	Children	6	6	10	8	9	1	6	14	**30**	