TRANSPORT STATEMENT

Proposed Development
325 Milton Road, Cowplain
Waterlooville, PO8 8LH

FOR

Ganco Developments Ltd

July 2011

1918-R010 Rev 'D'

STRUCTA

consulting engineers

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1. INTRODUCTION

1.1. This Transport Statement has been prepared on behalf of Ganco Developments Ltd for the redevelopment of the former Anchor Service Station site in Cowplain, Waterlooville.

1.2. The proposed redevelopment includes the demolition of the existing buildings and construction of a new 4 storey block comprising 25No 2 bed flats. Car parking is provided to the west of the building.

1.3. The site is located on the corner of Milton Road and Eagle Avenue, 3km north of Waterlooville town centre. See Figure 1 for Site Location & Highway Network diagram.

2. POLICY CONTEXT

PLANNING POLICY GUIDANCE: TRANSPORT 2001 (PPG13)

2.1. The philosophy of PPG13 is to reduce the demand for transport by encouraging development that minimises the need for travel, and maximises the opportunities for use of public transport, walking and cycling. In location terms it does this by encouraging mixed development, developments to a density high enough to support public transport, using existing public transport routes and centres as locations for major development.

2.2. The objectives are to:

- Reduce growth in the length and number of motorised journeys
- Encourage alternative means of travel which have less environmental impact; and
- Reduce reliance on the private car

2.3. Local Authorities are advised, in paragraph 6, to:

"Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling."

"Use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys"

PLANNING POLICY STATEMENT 3: HOUSING 2006 (PPS3)

2.4. PPS3 sets out the national planning policy framework for delivering the Government's housing objectives. PPS3 highlights that the priority for development should be previously developed land, in particular vacant and derelict sites and buildings.

2.5. PPS3 emphasises the creation of sustainable, inclusive, mixed communities in all areas, both urban and rural, which are easily accessible and well connected to public transport and community facilities and services.

HAVANT BOROUGH LOCAL DEVELOPMENT FRAMEWORK

2.6. The Local Development Framework is currently being put together but consists mostly of policies saved from the Local Plan, which expired in 2008. The purpose of these documents is to provide the framework for planning and development across the Borough. The Local Plan identifies strategic and general policies that can be applied to the whole district as well as policy that relates to specific settlements.

HAVANT BOROUGH RESIDENTIAL PARKING & CYCLE PROVISION SUPPLEMENTARY PLANNING DOCUMENT MARCH 2010

2.7. Havant Borough Council has developed Residential Parking Standards, which were adopted in March 2010. This classes areas of high accessibility based upon the proximity of public transport and services/shops.

2.8. Areas that may have a reduced car parking provision have been identified by the Council as being within Havant and Waterlooville town centres or within an 800m walk to Waterlooville town centre. (Refer to Figure 3.)

2.9. The site lies greater than 800m outside of the town centres and therefore the Standard maximum car parking limits may be used. These maximum figures are shown below.

- Shared/Communal Parking areas are limited to (inclusive of visitor spaces):
    - 1.3 spaces per each 2 bedroom unit (for this site 25 x 1.3 = 33 spaces)

2.10. The Standards also specify minimum cycle parking numbers in terms of short and long stay spaces. Short stay typically considers visitors and long stay relates to residents. These figures have been extracted and are shown below.

- General residential areas require:
    - 2 spaces (long) plus 1 loop/hoop (short) per each 2-3 bedroom unit (for this site 25 x 2 = 50 spaces and 25 x 1 = 25 loop/hoops)

2.11. It should be noted:

"For large flatted developments a reduction in the cycle parking/storage provision standards may be acceptable."

2.12. To summarise, the parking criteria for this development is as follows.

- Car parking limit:
    - 33 spaces
- Cycle parking requirement:
    - 50 spaces
    - 25 stands

3. EXISTING HIGHWAY CONDITIONS

3.1. The site is located on the corner of Milton Road and Eagle Avenue.

3.2. These roads are located in a residential suburban area and consequently a 30mph speed restriction applies.

3.3. There are numerous small roads surrounding the site with no Traffic Regulation Orders (TROs) regarding parking in place. This means there are many areas where it is possible for on-street parking to occur. Furthermore there is a public car park on the opposite side of Eagle Avenue from the application site.

3.4. Meadowlands Junior School is located 0.4km away to the northwest.

3.5. Waterlooville town centre is located 3km to the south of the development.

4. EXISTING PUBLIC TRANSPORT SERVICES

4.1. There are several bus stops located in close proximity to the site; the stops with the greatest level of accessibility (within 400m walking distance) are along Milton Road, Eagle Avenue and Lovedean Lane, refer to Figure 2. These serve various locations, as summarised in Table 1.

Route No.	Route	Peak Frequency
39	Havant Bus Station – Park Parade Dunsbury Way – Bedhampton Asda – Crookhorn Precinct – Waterlooville Precinct – Milton Road – Wecock Farm Eagle Avenue	4 per hr
40	Southsea South Parade Pier – City Centre – Hilsea – Cosham Health Centre – Crookhorn Precinct – Waterlooville Precinct – Milton Road Parade – Wecock Farm Eagle Avenue	4 per hr
X40	Horndean – Wecock Farm Eagle Avenue – Waterlooville Precinct – City Centre – Clarence Pier – Palmerston Road – Southsea South Parade Pier	N/A (only two buses)
300*	Denmead Green – Waterlooville Precinct – Wecock Farm Eagle Avenue – Horndean Good Intent – Emsworth Hospital – Chichester West Street	N/A (only two buses)

Table 1: Bus Routes (*Wednesday only)

5. PROPOSED DEVELOPMENT

5.1. The proposed development includes the construction of a new 2, 3 and 4 storey building with 7No. 2 bed flats occupying both the Ground and Second Floors (58-67m^2 each), 8No. 2 bed flats occupying the First Floor (58-67m^2 each) and 3No. 2 bed flats occupying the Third Floor (58-67m^2 each).

5.2. All Ground Floor flats have patios and all other flats have balconies.

5.3. Parking space is allocated to the flats as follows (see Figure 5).

> Flats 25No. (1 space per unit inclusive of 1 disabled space)
> (Maximum limit 33 spaces)

5.4. There is a covered space for 31No. bicycles provided on the west side of the building to serve the residential units.

5.5. A service bay is to be provided adjacent to the services and meters cupboards.

6. PROPOSED ACCESS ARRANGEMENTS

6.1. The site can be accessed by various modes of transport and is only 3km from Waterlooville Shopping Precinct, which should encourage use of cycles and public transport.

6.2. Refuse collection and servicing will be undertaken from Eagle Avenue and Milton Road for the residential and retail areas respectively as per extant use.

7. CAR PARKING ALLOCATION

7.1. Each flat is allocated a single parking space. This is less than the maximum parking requirement stipulated in the Havant Borough Residential Parking & Cycle Provision SPD, which allows a maximum of a further 7No. spaces.

8. CYCLE PARKING

8.1. Cycle parking will be provided at a rate of 1 secure space per residential unit plus 6, i.e. 31No. The Standards require 50 spaces and 25 loop/hoops although they also accept that a reduction may be acceptable for large flatted developments, of which this is one.

8.2. It should be noted that in these requirements there is no differentiation between 2, 3 and 4+ bed units and that the development has 25No 2 bed units and no 3 or 4+ bed units, which will result in a lower population on site and therefore a lower parking provision would seem reasonable.

9. IMPACTS

9.1. The scheme proposed presents an opportunity to reuse a brownfield site. The traffic movements generated will replace those of the previous usage as a service station and no special off site highway works will be necessary.

9.2. The site is 0.8km west of the A3, which forms part of Primary Cycle Route P1 (refer to Figure 4). The ease of access to the cycle network, along with cycle storage provision contained within the development should, for many, negate the need to travel by car. This should minimise car ownership and therefore parking provision is considered adequate.

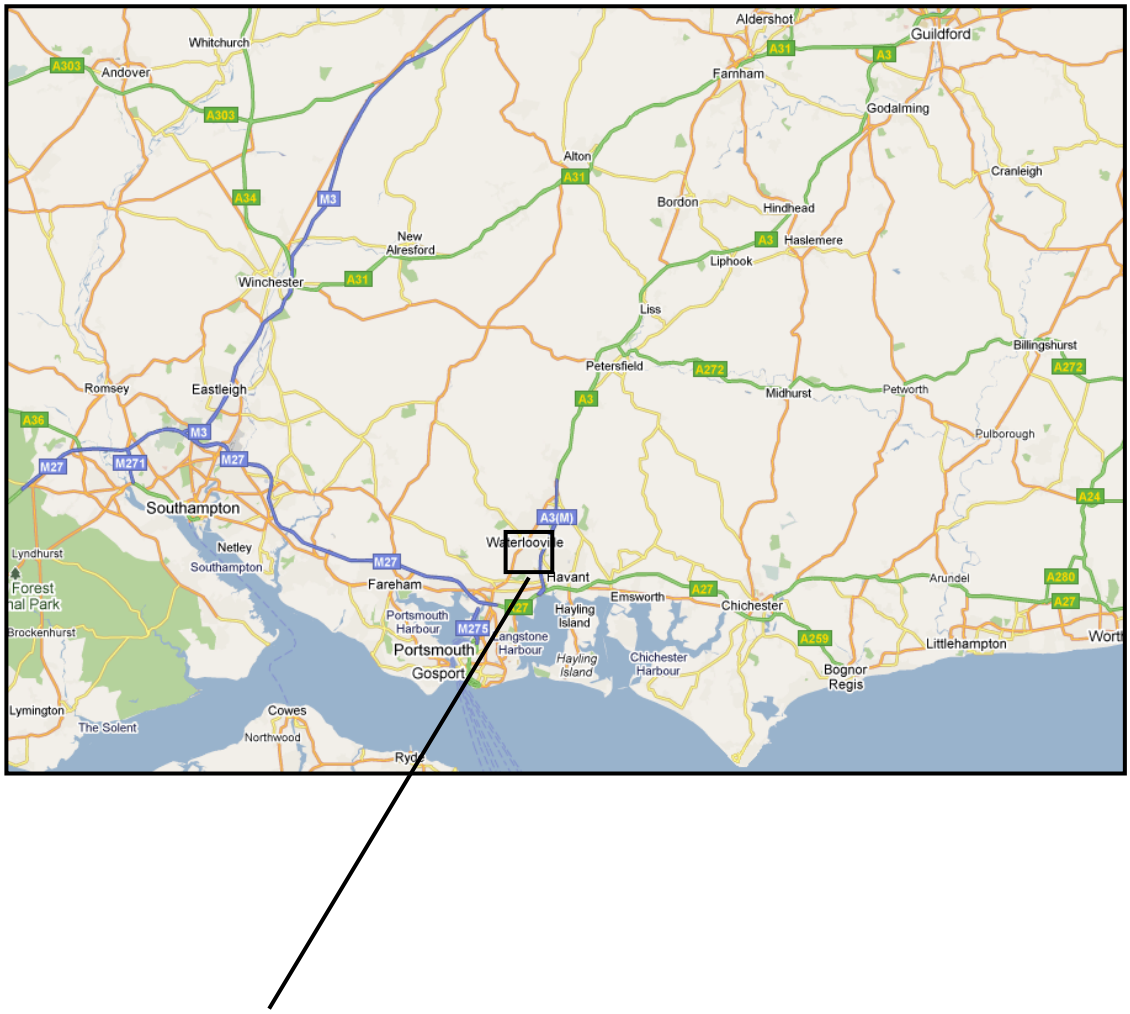
10. CONCLUSIONS

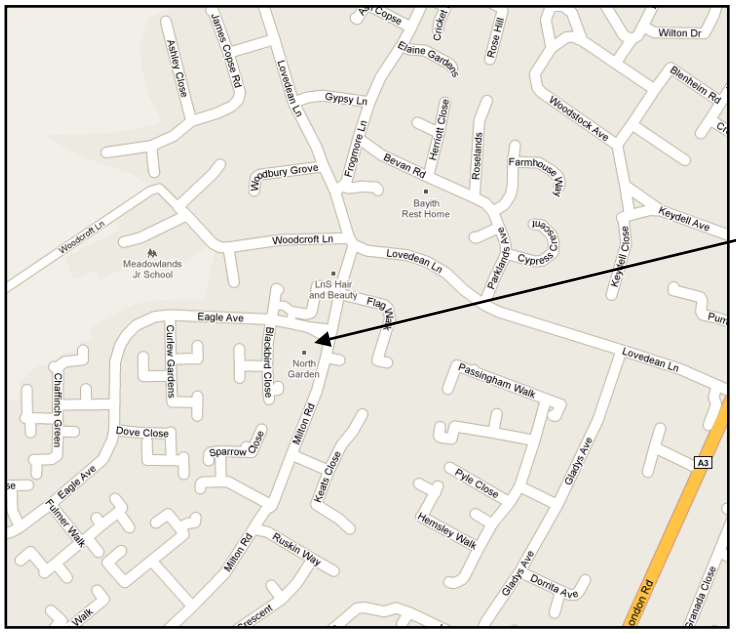
10.1. The traffic that is generated by this development will be similar to the extant use.

10.2. The parking provision is below the maximum prescribed in the Havant Borough Residential Parking & Cycle Provision SPD and is considered adequate for the proposed scheme. In the event of overspill parking there are no parking restrictions in the vicinity of the development.

10.3. The site is located in close proximity to several bus stops and therefore residents are able to conveniently make many journeys using public transport.

10.4. The redevelopment of this brownfield site for the purposes of providing residential units should be beneficial to the local community.



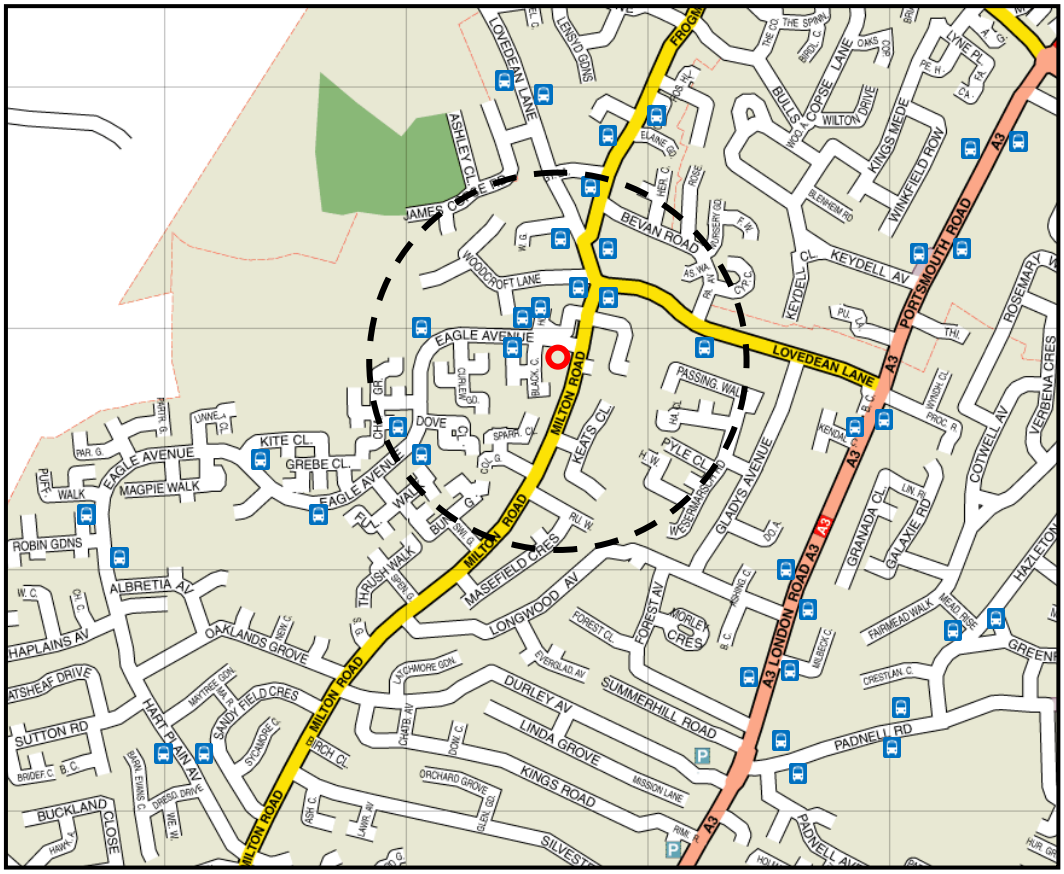


Proposed Development Site

325 Milton Road, Cowplain

Figure 1
Site Location & Highway Network

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- Site location
- Bus stop locations
- 400m isochrone

Figure 2
Public Transport Location Plan

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REV	DESCRIPTION	DATE	INITS

Havant BOROUGH COUNCIL

P A Legood BSc, FRICS
Director of Public Services

Civic Offices
Civic Centre Road
Havant. Hants. PO9 2AX
Telephone: Havant (023) 92474174

TITLE
WATERLOOVILLE TOWN CENTRE
PUBLIC TRANSPORT
ACCESSIBILITY BOUNDARY

DRAWN BY	BJR	DRG No.	
DATE	FEB 2002	DIR NAME	HWAYS/WATERLOO
SCALE	NOT TO SCALE	CAD NAME	HI33-003

Figure 3
Waterlooville Town Centre

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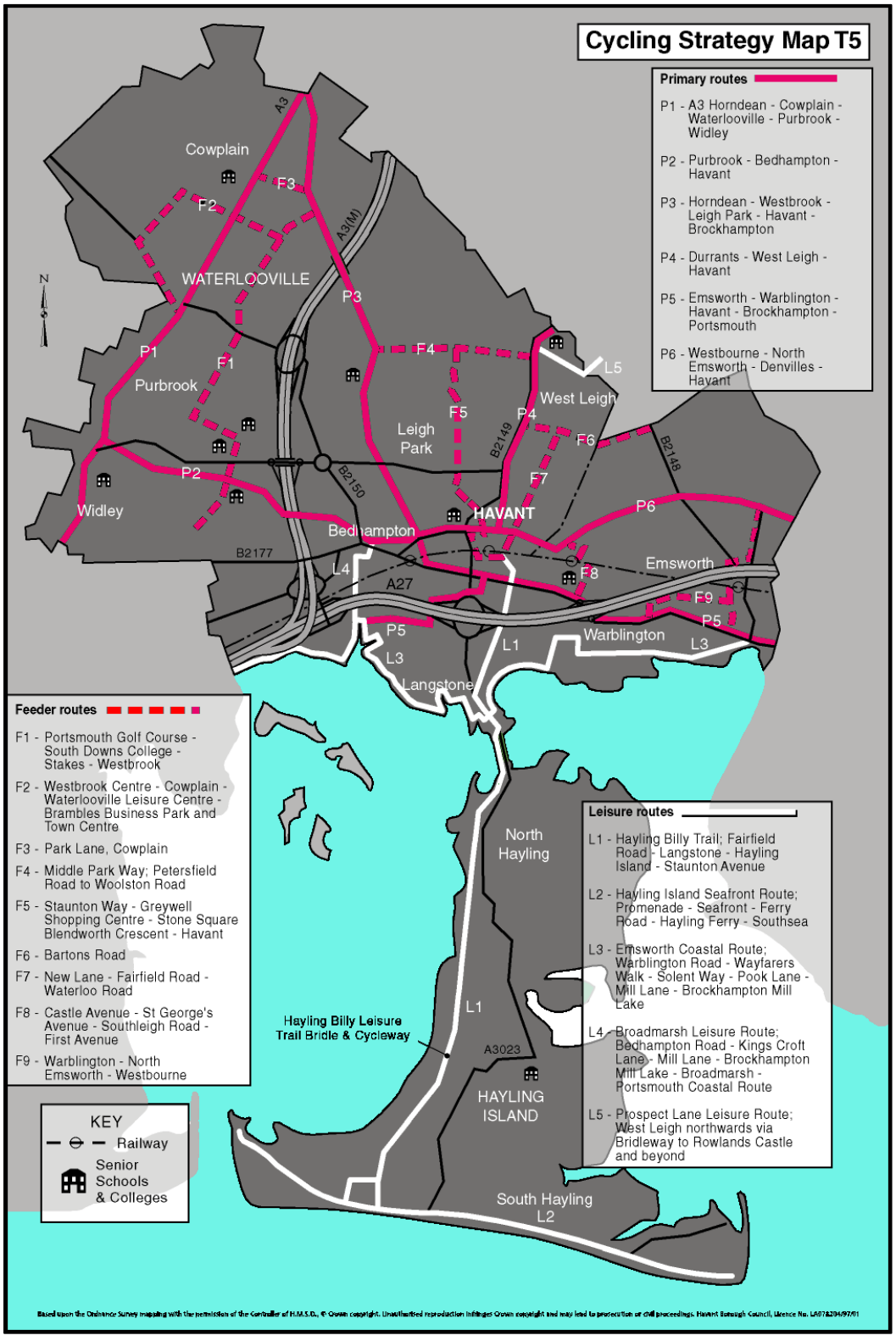
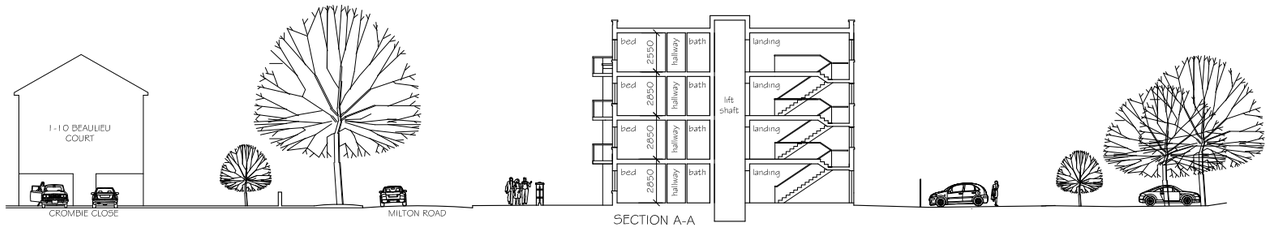


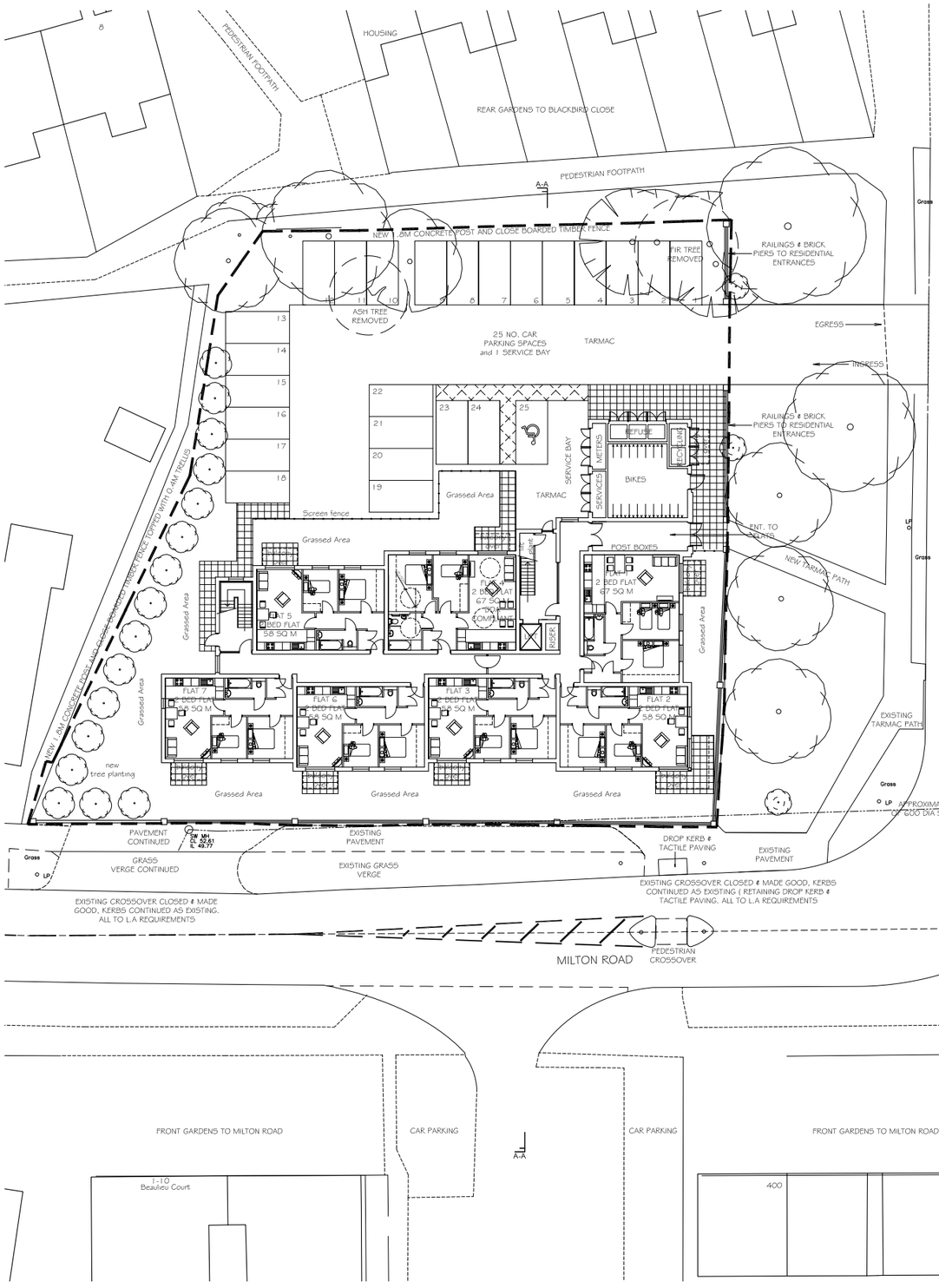
Figure 4
Cycling Strategy

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Figure 5
Site Layout

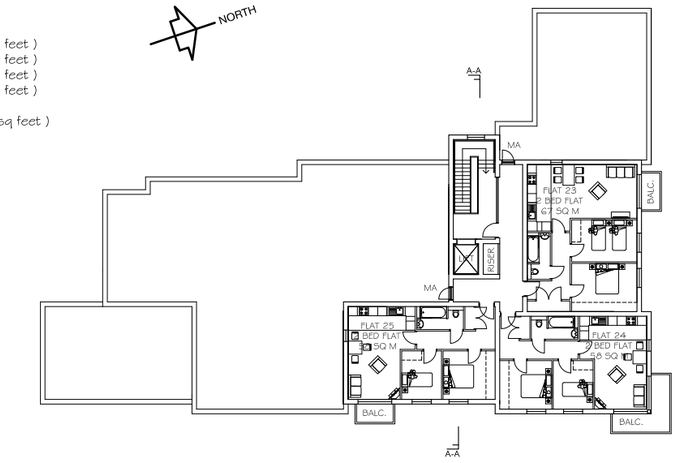


SECTION A-A



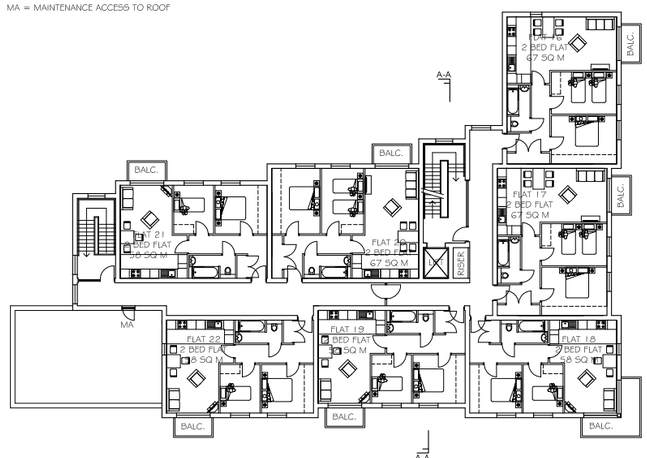
GROUND FLOOR GIA = 580sq M (6243sq feet)
FIRST FLOOR GIA = 633sq M (6813sq feet)
SECOND FLOOR GIA = 571sq M (6146sq feet)
THIRD FLOOR GIA = 237sq M (2551sq feet)

TOTAL GIA = 2021sq M (21,753sq feet)

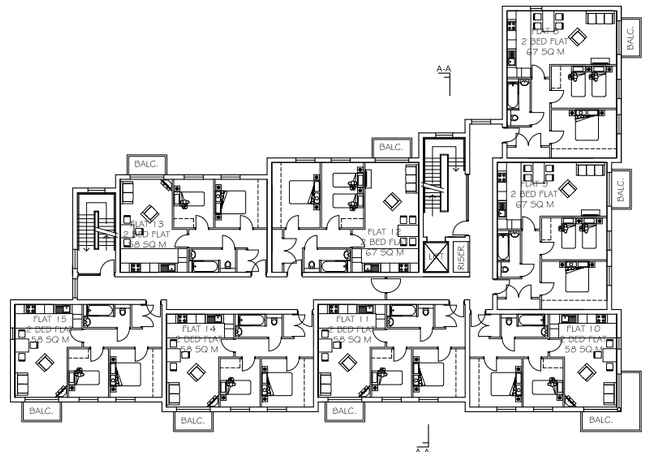


THIRD FLOOR

MA = MAINTENANCE ACCESS TO ROOF



SECOND FLOOR



FIRST FLOOR

0 5M 25M (scale 1:200)

Drawing is the copyright of the Architect
Architect to be notified of any discrepancies in drawing
Any queries relating to this drawing please notify the architect immediately

NOTES

SITE AREA: 0.19 HA (0.47 ACRES)

GROSS INTERNAL AREAS

GROUND FLOOR RESIDENTIAL:
FLAT 1: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 2: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 3: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 4: 2 BED @ 67 SQ M (724 SQ FT) DDA compliant
FLAT 5: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 6: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 7: 2 BED @ 58 SQ M (626 SQ FT)
SUB TOTAL 424 SQ M (4578 SQ FT)

FIRST FLOOR RESIDENTIAL:
FLAT 8: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 9: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 10: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 11: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 12: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 13: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 14: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 15: 2 BED @ 58 SQ M (626 SQ FT)
SUB TOTAL 491 SQ M (5302 SQ FT)

SECOND FLOOR RESIDENTIAL:
FLAT 16: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 17: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 18: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 19: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 20: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 21: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 22: 2 BED @ 58 SQ M (626 SQ FT)
SUB TOTAL 433 SQ M (4676 SQ FT)

THIRD FLOOR:
FLAT 23: 2 BED @ 67 SQ M (724 SQ FT)
FLAT 24: 2 BED @ 58 SQ M (626 SQ FT)
FLAT 25: 2 BED @ 58 SQ M (626 SQ FT)
SUB TOTAL 183 SQ M (1976 SQ FT)

25 NO FLATS
TOTAL @ 1531 SQ M (16532 SQ FT approx)

CAR PARKING:
RESIDENTIAL: 26 NO CARS (INC. 1 DISABLED)

CYCLE PARKING:
RESIDENTIAL: 31 NO BIKES

REV	DATE	
D	6.7.11	DESIGN DEVELOPMENT.
C	9.6.11	DESIGN DEVELOPMENT. Balconies reinstated, SE corner block projected forward.
B	5.5.11	DESIGN DEVELOPMENT
A	18.4.11	DESIGN DEVELOPMENT

GMK ASSOCIATES
CHARTERED ARCHITECTS

CLIENT
GANCO DEVELOPMENTS LTD

JOB
325 MILTON ROAD, COWPLAIN, WATERLOOVILLE, HANTS, PO8 8LH

DRAWING
SITE LAYOUT and FLOOR PLANS

SCALE	DATE	DRAWN
1:200@A1	FEB 2011	IsL
JOB No	DRG No	REVISION
2082	30	D

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