



NORTH STREET ARCADE, HAVANT

TRANSPORT STATEMENT

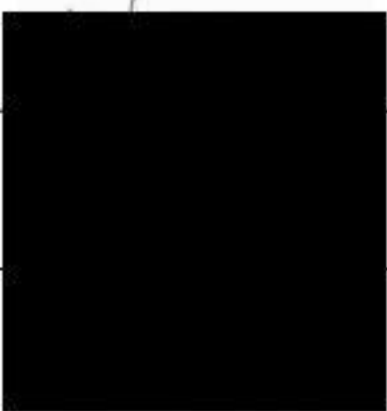
February 2020

Malins Group

**MIXED USE REDEVELOPMENT
NORTH STREET ARCADE
HAVANT**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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Status:	Original	Copy No:	
	Name	Signature	Date
Prepared by:	Will Fayers		July 2017
Checked:	Mark Smith		July 2017
PBA Approved:	Mark Smith		July 2017

Revision Record

Rev.	Date	By	Summary of Changes	Chkd	Aprvd
2	28/07/17	MS	Updated Architect Layout	MS	MS
3	31/07/17	MS	Comments from project team	MS	MS
4	26/04/18	WF	Revised Layout	MS	MS
5	20/02/20	LF	Revised Layout	HC	JR



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NORTH STREET ARCADE
HAVANT**

TRANSPORT STATEMENT

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1. INTRODUCTION TO THE PROPOSED DEVELOPMENT

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of The Malins Group to support a planning application for a mixed-use development comprising of 30 residential apartments consisting of 25 x 1 bed and 5 x 2 bed units as well as 6 retail units at North Street Arcade in Havant Town Centre.
- 1.2 The application site currently consists of 8 retail units which currently front onto North Street located within Havant Town Centre. The existing retail units consist of a total of 894.1sqm of floor space, including additional retail and storage space on the first floors, overall the proposed development will result in a net reduction to 342sqm of retail space. The application site is identified within **Figure 1**, with site layout attached as **Appendix A**.



Figure 1: Proposed Site Location

- 1.3 A planning application was previously approved in December 2019 for the *'Construction of 21No. one and two bed apartments in a 2 storey extension fronting onto Prince George Street, together with the provision of infill flexible use (Classes A1/A2/A3) commercial floorspace to North Street frontage, following the demolition of existing 1 and 2 storey retail development to rear.'* (ref: APP/18/00530). The proposed scope for the approved application was discussed at length with Havant Borough Council (HBC) highways officers through pre-application consultations.
- 1.4 The details agreed as part of the approved planning application remain relevant given that only minor alterations have been made to the scheme. Therefore, no on-site parking provision will be accommodated onsite given the highly accessible site location.
- 1.5 As per the TS submitted as part of the approved planning application, this TS reviews the accessibility of the site, connections to local public transport and pedestrian infrastructure, draws on local and national policy, analyses the proposed servicing arrangements and ultimately assesses the highway impact of the proposed scheme in its local context. A net trip rate comparison has not been made on the basis that the proposed development does not provide any car parking. Pedestrian and non-car related trips to the site are anticipated to fall as a result of the development proposals given that retail units will typically generate a greater footfall than a residential use.

2. PLANNING POLICY

National Planning Policy Framework

- 2.1 The revised NPPF was adopted in February 2019 and acts as the central guidance for development planning replacing all national planning policy guidance. The following NPPF extracts are relevant to this TA.

It will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport).

84)

(NPPF Para.

Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high-quality places.

(NPPF Para. 102)

Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

(NPPF Para. 103)

In assessing sites that may be allocated for development in plans, or specific application for development, it should be ensured that:

	a) Appropriate opportunities to promote sustainable transport modes can be - or have been taken up, given the type of development and its location; b) Safe and suitable access to the site can be achieved for all users; and c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. (NPPF Para. 108)
	Development should only be prevented or refused on highways grounds if there would be an unacceptable impact upon highway safety, or the residual cumulative impacts on the local road network would be severe. (NPPF Para. 109)
103)	All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. (NPPF Para. 103)

Havant Borough Council Parking Supplementary Planning Document (2016)

- 2.2 Pre-Application discussions were carried out with Havant Borough Council (HBC) highway authority in April/May 2017 as part of the previously approved planning application (ref: APP/18/00530) whereby the principle of car-free development in this location was established. HBC's parking policy reflects this and outlines the expectation within the town centre for reduced and zero parking provision within the 'Parking Supplementary Planning Document (2016) as outlined overleaf:

"Havant Town Centre offers the widest choice in alternative transport with a mainline train station, serving a variety of locations and a bus station that provides services across the Borough and to Portsmouth, Chichester and beyond. Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the Borough." (Paragraph 3.03)

"Proposals within Havant and Waterloo Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF. A reduced standard can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not „as the crow flies“). This

should be demonstrated in the design and access statement accompanying applications.” (Paragraph 3.05)

3. ACCESSIBILITY

- 3.1 The site is located within a highly accessible location within the Havant Town Centre boundary. The existing site is bordered by retail units fronting onto North Street (some of which will remain as part of the proposals), residential dwellings to the south on Prince George Street and a public car park to the north also accessed off Prince George Street as displayed in **Photograph 1**.



Photograph 1: Prince George Street Car Park

- 3.2 The undercroft pedestrian walkway currently located on North Street, connecting North Street to Prince George Street through the proposed development site, is to be 'stopped up' as part of the development proposals. Therefore, pedestrians would be required to access the town centre via the existing footways on Prince George Street and North Street.
- 3.3 Investigations have suggested that the undercroft pedestrian walkway is not identified as a formal public right of way, and therefore the resulting diversion is not considered to have any impact on pedestrian permeability to the town centre or from the proposed development, this walkway is demonstrated in **Photograph 2**.



Photograph 2: Existing Undercroft Pedestrian Walkway

3.4 The site, being located within Havant Town Centre, is within walking distance of an array of services and amenities including the railway station, bars, pubs, restaurants, supermarkets, hair salons, banks, pharmacies, launderettes and places of worship. Suitably wide footways lining the North Street and Prince George Street carriageways, ensuring a pedestrian friendly environment in the vicinity of the site. A summary of the distance to local key services and amenities is demonstrated in **Table 1**.

	Approximate Distance from Site	Approximate Walking Time from Site	Approximate Cycle Time from Site
Local Primary School	170m	4 minutes	1 minute
Local Secondary School	510m	7 minutes	2 minutes
Post Office	200m	5 minutes	4 minutes
Bank	240m	4 minutes	2 minutes
Doctors	200m	6 minutes	2 minutes
Dentist	100m	2 minutes	1 minute
Supermarket	190m	3 minutes	1 minute
Place of Worship	85m	1 minute	1 minute
Bus Station	250m	4 minutes	1 minute
Railway Station	110m	2 minutes	1 minute

Table 1: Distances to Local Services and Amenities

- 3.5 As demonstrated a full array of services are available within a 7-minute walk of the site, with the majority of services within a 1-5-minute walk. Access to destinations further afield is also facilitated by the sites' close proximity to public transport links. The site is located approximately 110m (1-minute cycle and 2 minutes' walk) from Havant Rail Station, which provides secure cycle storage with 92 cycle spaces and CCTV surveillance, as well as disabled persons access. The rail station provides regular services to Brighton, Southampton, Portsmouth, Littlehampton, London Victoria, and London Waterloo.
- 3.6 The closest bus stop to the site is located at Havant Bus Station on Elm Lane approximately 250m (4 minutes' walk or 1-minute cycle) from the site. This bus station is fully equipped with an indoor seating area, shelter and secure cycle parking and provides a number of regular services to local destinations. The most frequent services are demonstrated in **Table 2**.

Service	Destinations	Frequency
23 (Stagecoach in Portsmouth)	Southsea-Leigh Park-Farlington-Drayton-Cosham	10 minutes (Mon-Sat) 20 minutes (Sun)
700 (Stagecoach South)	Flansham Park- Bognor Regis-Chichester- Portsmouth	20 minutes (Mon-Sat) 30 minutes (Sun)
20 (Stagecoach in Portsmouth)	Portsmouth- The Hard	30 minutes (Mon-Sat) No Sunday Service
27 (First in Hampshire)	Rowlands Castle- Emsworth	2 Hours (Mon-Sat) No Sunday Service
39 (Stagecoach in Portsmouth)	Wecock Farm	10 minutes (Mon-Fri) 15 minutes (Sat) 1 Hour (Sun)
30/31 (Stagecoach in Portsmouth)	Hayling Island	15 minutes (Mon-Sat) 20 minutes (Sun)

Table 2: Bus Services and Frequency from Havant Bus Station

- 3.7 Although there are a number of local facilities within short cycling distance of the site, the opportunity for cyclists to travel further from the site is provided through excellent cycle infrastructure. National Cycle Route 22 is located approximately 50m north of the site on Waterloo Road and links Havant with Portsmouth to the south west and Petersfield and Liphook further north. The route then connects to Route 2 approximately 340m south of the site, Route 2 runs south to Hayling Island and east to Chichester. The sites proximity to these cycle routes is demonstrated in **Figure 2**.



Figure 2: Site Location and Proximity to Cycle Routes

- 3.8 Havant Borough Council (HBC)'s Parking SPD (2016) states that 1 long stay space per unit should be provided for a 1-bed unit and 2 long stay spaces per unit should be provided for a 2-bed unit. This therefore equates to a requirement of 35 long stay cycle parking spaces for the 25 x 1-bed units and 5 x 2-bed units. The Parking SPD also states that for larger developments of 10 or more dwellings short term visitor cycle parking should be provided at 20% of the long-term standard which would equate to a required provision of 7 short term cycle spaces.
- 3.9 Long stay cycle parking/storage provision would be provided through two secure cycle stores within the curtilage of the residential building. The first will be located to the north of the building accessible directly from the northern pedestrian access onto Prince George Road and will have space to accommodate 22 cycles. The second store will be located within the centre of the residential building and will be accessible through the courtyard; this store will be capable of accommodating 12 cycles. 3 Sheffield stands have been provided outside the north of the building adjacent to the refuse store and 2 Sheffield stands will be located within the centre of the residential building to accommodate visitor cycle parking demand.
- 3.10 The total provision of 44 cycle parking spaces (34 long stay spaces and 10 short stay spaces) is therefore considered more than adequate to meet all resident and visitor demand and encourage cycling as a primary mode of travel.

- 3.11 As demonstrated the high level of accessibility of the site and proximity to public transport and pedestrian infrastructure ensures that this site is ideally located for car-free development, in line with HBC's parking SPD.

4. ALTERNATIVE PARKING AREAS

- 4.1 A number of public car parks are located in the vicinity of the site, providing suitable locations for visitors to the site to park vehicles for a short period of time. These locations include the Rail Station car park (110 spaces) located 100m north of the site, and Prince George Street Car Park (53 spaces) located directly opposite the site. North Street itself provides free on street parking for 30 minutes for short term drop off/pick up areas for visitors to the proposed development. Additionally the Meridian Shopping Centre, located 150m from the site provides a multi-story car park of 382 spaces. These alternative parking areas are demonstrated in **Figure 3**.

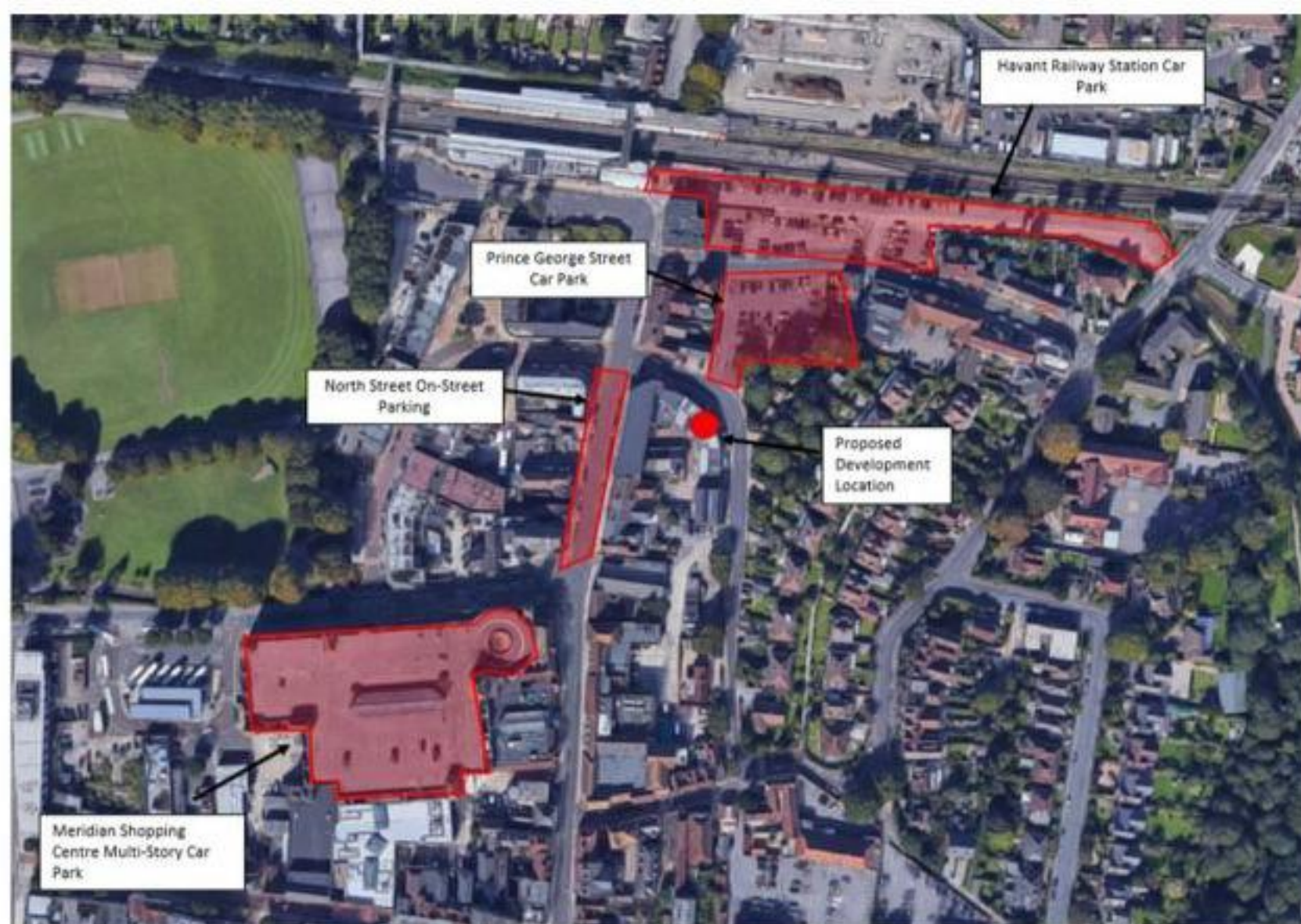


Figure 3: Alternative Parking Areas within the Vicinity of the Site

- 4.2 As indicated there are a number of parking areas local to the site that will provide capacity for visitor and pick up/drop off traffic to and from the site. The pre-application response from the highway officer as part of the approved planning application noted concerns with regard to the capacity at local public car parks and the consequential impact on the vitality of the town centre.

- 4.3 Given the highly accessible nature of the site and the proximity to both public transport and pedestrian infrastructure it is considered likely that the majority of residents will not own a car and staff of the retail units would not need to use a car to get to work. Given the fact that this scheme would not provide any parking provision it is likely that residents would consider the merit of car ownership before moving into these properties.
- 4.4 Should any residents own vehicles it is likely that the demand for residential parking spaces will be highest during the evening and overnight periods when residents are most likely to be at home, this would not coincide with the typical peak parking demand associated with shoppers and therefore is not anticipated to have an impact on the vitality of the town centre.
- 4.5 It is also noted that the Prince George Street car park located directly opposite the site, with the capacity of 53 spaces only applies parking charges between 0900-1800 Monday-Saturday. It is therefore considered that when demand for residential parking spaces may be highest, during the weekday evening periods, convenient parking should be available within immediate proximity of the site.

5. SERVICING

- 5.1 Through pre-application discussions as part of the approved planning application it was identified that the highway authority would require a detailed servicing strategy for the proposed development given no car park or internal turning/waiting area would be provided.
- 5.2 The current retail units are serviced from Prince George Street roadside where the refuse vehicle waits during collection. The proposed residential development includes two refuse stores, the first to the south of the building which will be serviced from the Prince George Street roadside in accordance with the existing arrangements. At this point a pedestrian access is proposed from the Prince George Street footway into the internal courtyard. During collection (once a week) this access will be utilised by refuse collectors with dropped kerbs in this location ensuring that collection can be carried out efficiently with no impact on the minimal traffic flow along the Prince George Street carriageway.
- 5.3 The second refuse store will be located to the north of the building outline which will be accessed through another pedestrian access approximately 20m east of the junction of Prince George Street and North Street. Collection will take place from the Prince George Street roadside in keeping with the existing arrangements in this location.
- 5.4 The pre-application liaison with HBC highways officers stated that the proposed development must consider 'living servicing' requirements including drop-off and pick-up/taxi trips to the site as well as deliveries.
- 5.5 In order to ensure that no waiting on the highway occurs as a result of vehicle trips associated with 'living servicing' a layby has been provided to the north of the residential development at the proposed pedestrian access and adjacent to the proposed refuse store.
- 5.6 The pedestrian access in this location provides access from the footway on Prince George Street into the internal building directly into the cycle store, refuse store and plant room as well as the internal stairwell. This ensures that all users associated with 'living servicing' can access the development from a suitable point from the layby.
- 5.7 The layby itself would be provided to 2m in depth with a length of 11m. The footway along Prince George Street would be retained along the back of the lay-by to ensure the continuous movement of pedestrians along the main desire line towards the junction with North Street.

- 5.8 The lay-by will be capable of accommodating a large delivery vehicle as well as private cars/taxis whilst allowing the continuous two way movement of vehicles along Prince George Street. This is demonstrated through a vehicle tracking exercise attached as **Appendix B**.
- 5.9 Servicing for the 6 retail units (identified within **Appendix A**) will take place from the North Street roadside in keeping with the existing arrangements for a number of units along this road.
- 5.10 The servicing arrangement remains the same to that previously permitted and therefore this is considered to remain acceptable for these proposals.

6. CONCLUSIONS

- 6.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of The Malins Group to support a planning application for a mixed-use development comprising of 30 residential apartments consisting of 25 x 1 bed and 5 x 2 bed units as well as 6 retail units at North Street Arcade in Havant Town Centre.
- 6.2 The proposed scope for the previously approved planning application (ref: APP/18/00530) was discussed at length with Havant Borough Council (HBC) highways officers through pre-application consultations.
- 6.3 The development site is within a highly accessible location within Havant Town Centre with excellent connections to both pedestrian and public transport infrastructure. For this reason, the development is proposed to provide no onsite parking. The principle of car-free development in this location has previously been agreed with Havant Borough Council highways as part of pre-application discussions.
- 6.4 A number of public car parks have been identified within close proximity to the site which could be used for parking for visitors to the development, most notably the Prince George Street car park located directly outside the proposed residential element of the scheme. Any increase in parking demand is considered to be minimal and outside of the peak shopping times and will therefore not have an impact on the vitality of the town centre.
- 6.5 The total cycle parking provision of 44 cycle parking spaces (34 long stay spaces and 10 short stay spaces) is considered more than adequate to meet all resident and visitor demand and encourage cycling as a primary mode of travel.
- 6.6 Servicing of the proposed residential scheme would take place from two separate points on the Prince George Street roadside in keeping with the existing refuse arrangements. Servicing for the retail units fronting onto North Street will be carried out from the North Street roadside in keeping with the arrangements for a number of other units of a similar nature and size along this road. A layby will be provided to the north of the residential building on Prince George Street to accommodate 'Living Servicing' trips such as pick up/ drop off trips and deliveries. The servicing arrangement remains the same to that previously permitted and therefore this is considered to remain acceptable for these proposals.
- 6.7 The proposed development is considered to provide a high quality mixed use scheme in the centre of Havant. The site is of a highly accessible nature and represents a good opportunity to provide sustainable development within the area, we would therefore encourage Havant Borough Council to

look favourably on this application from a highways perspective with particular regard to the approved planning application.

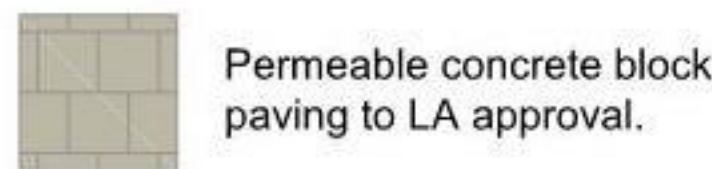
Appendix A

GENERAL NOTES:
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
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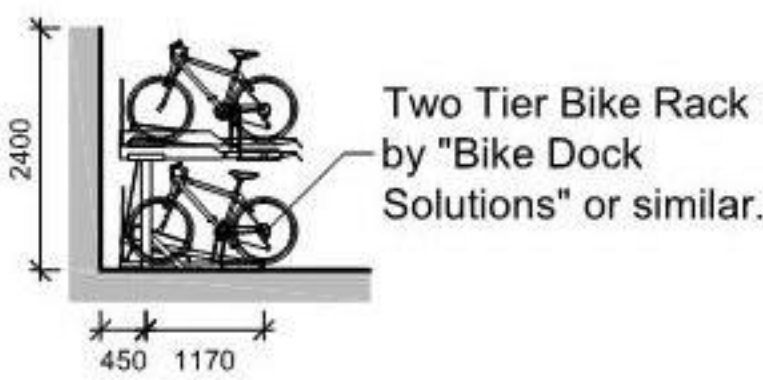
Soft Landscaping



Hard Landscaping



Two Tier Bike Rack Details



Schedule of Accommodation		
Apt No.	M²	Beds
1.	39	1B (1P)
2.	38	1B (1P)
3.	39	1B (1P)
4.	43	1B (1P)
5.	46	1B (1P)
6.	44	1B (1P)
7.	44	1B (1P)
8.	48	1B (1P)
9.	61	2B (3P)
10.	50	1B (2P)
11.	42	1B (1P)
12.	55	1B (2P)
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14.	44	1B (1P)
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18.	50	1B (2P)
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20.	41	1B (1P)
21.	43	1B (1P)
22.	62	2B (3P)
23.	42	1B (1P)
24.	45	1B (1P)
25.	44	1B (1P)
26.	61	1B (2P)
27.	62	2B (3P)
28.	62	2B (3P)
29.	62	2B (3P)
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P11	Feb 2020	Cycle parking provision amended.	TH	
P10	Feb 2020	Preliminary	TH	
Revision	Date	Description	Dwn	Chkd



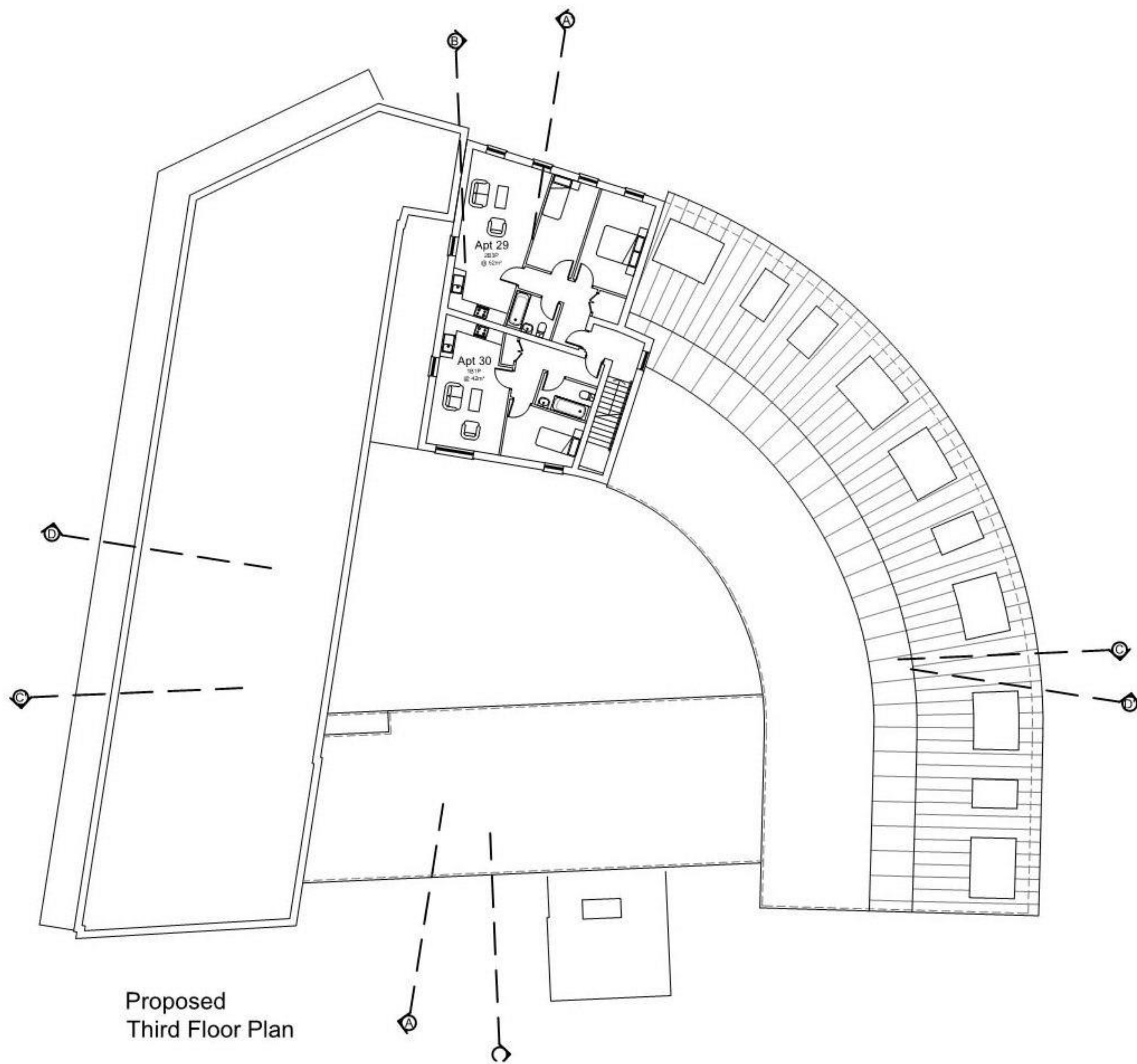
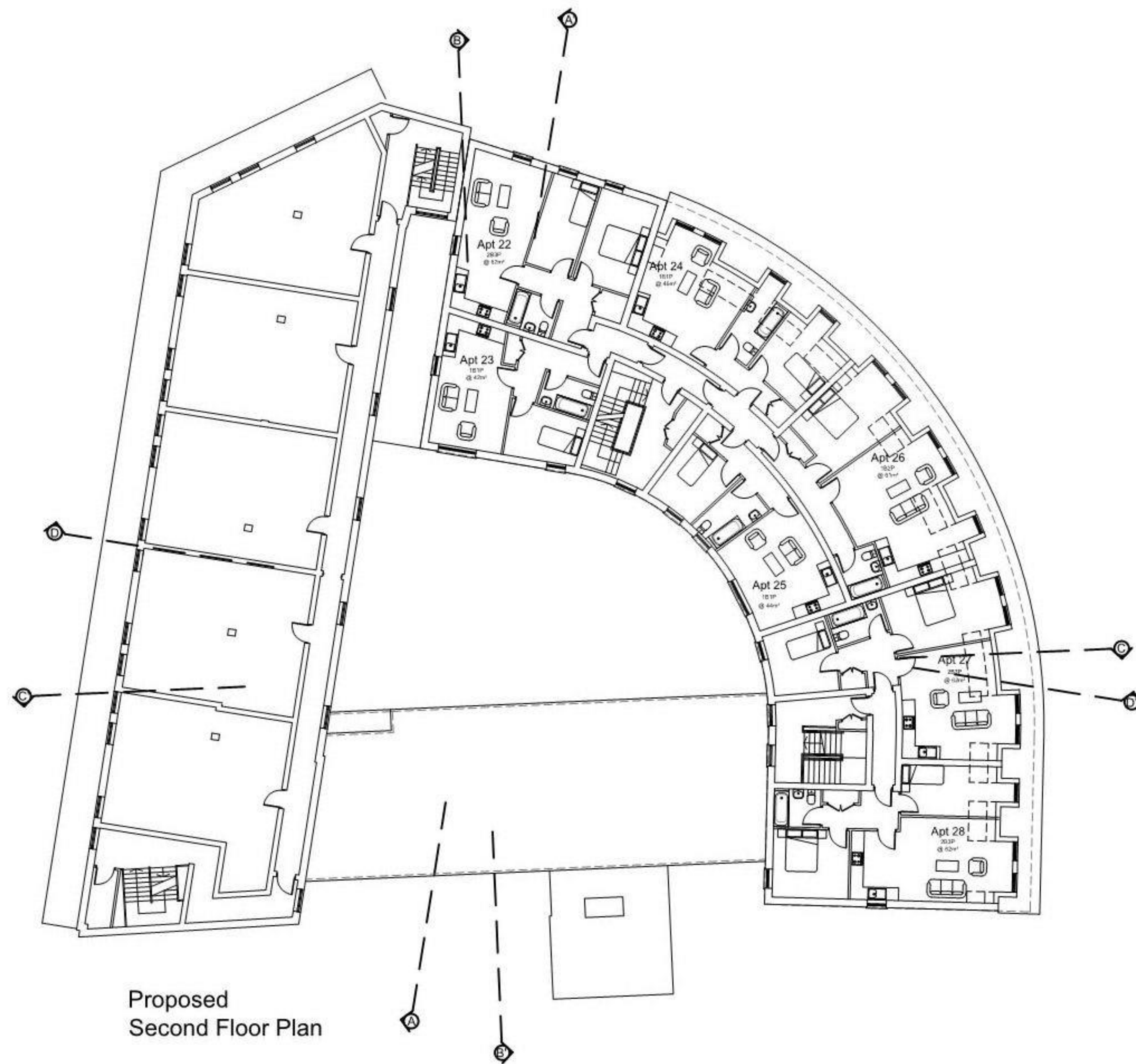
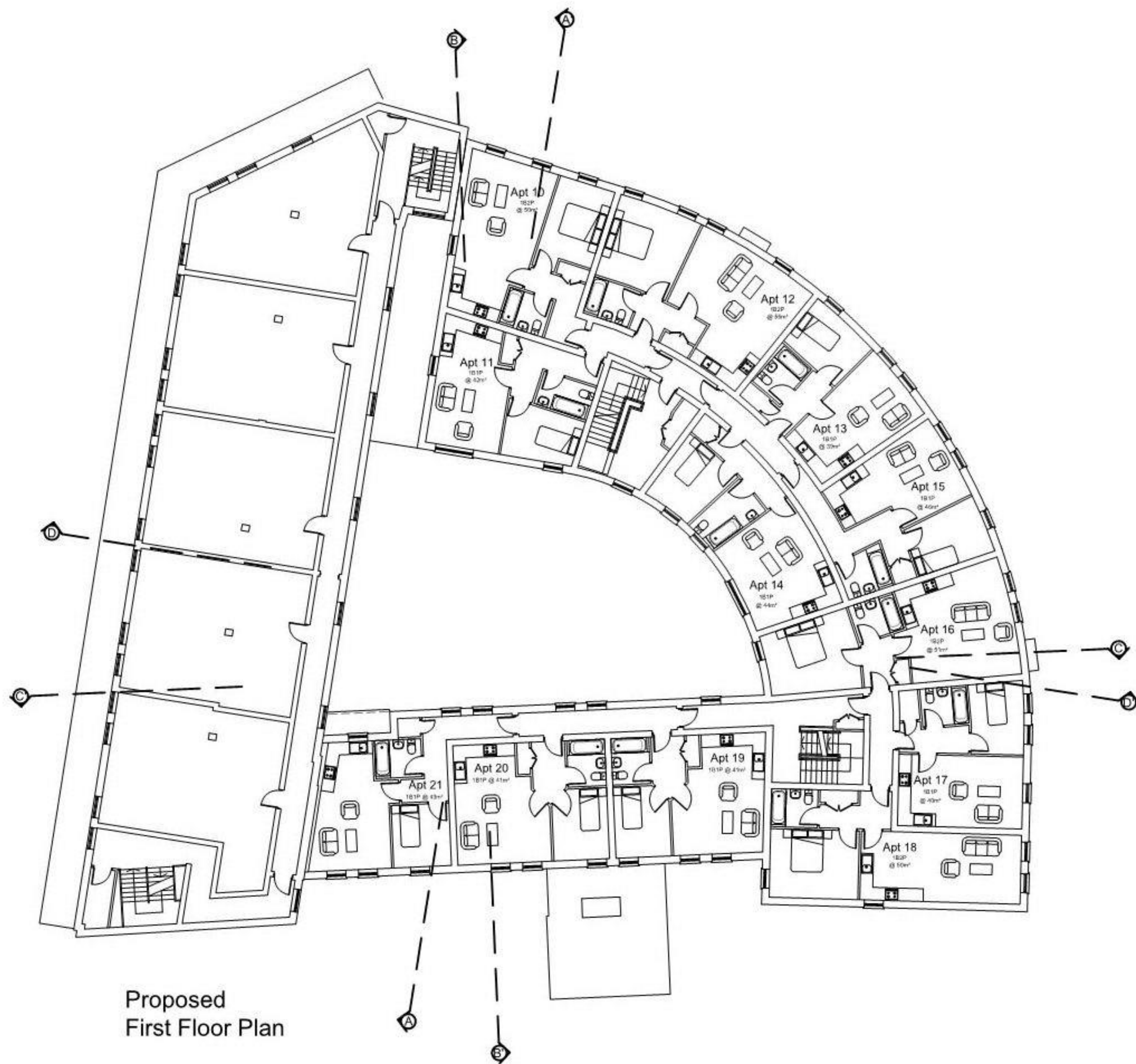
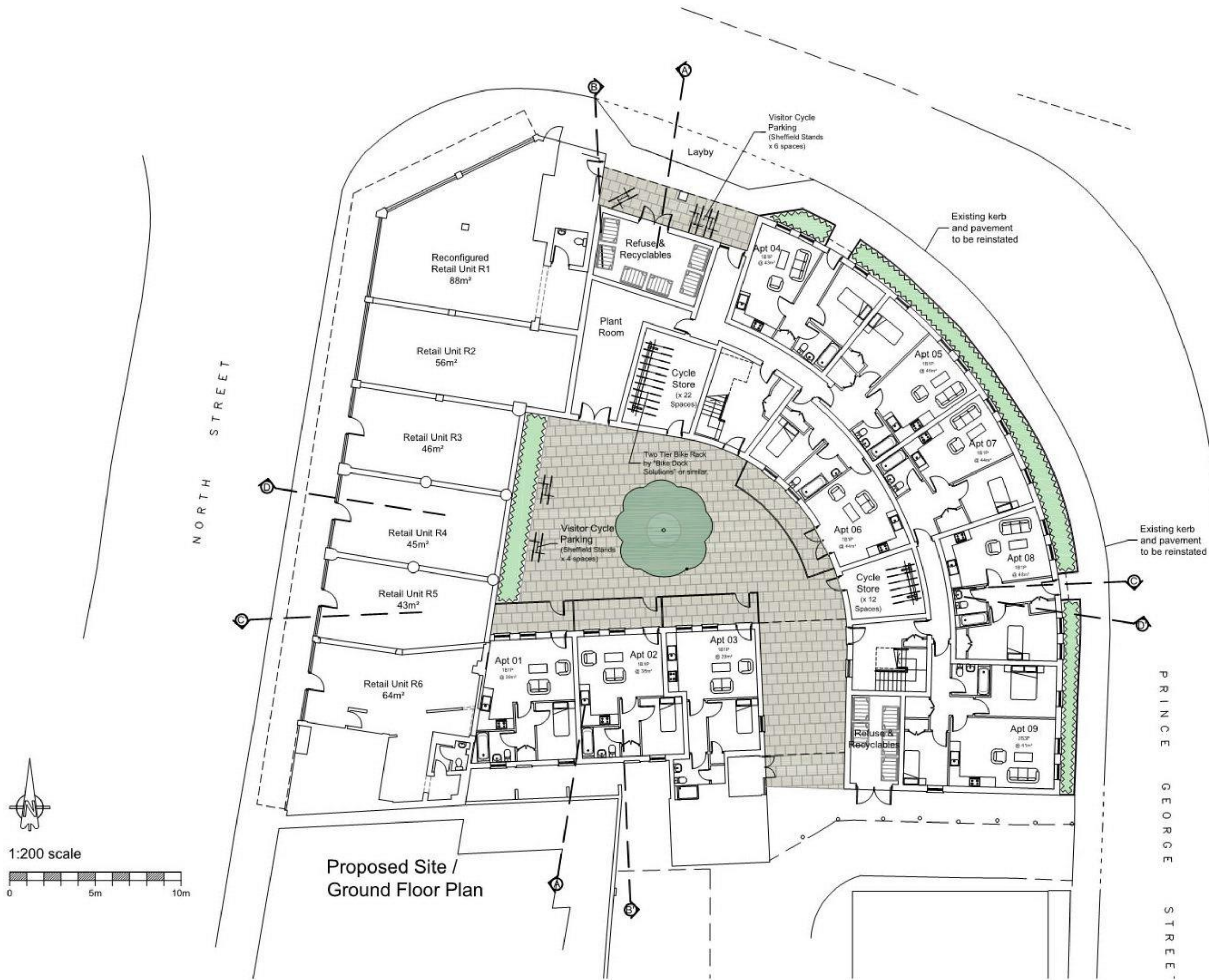
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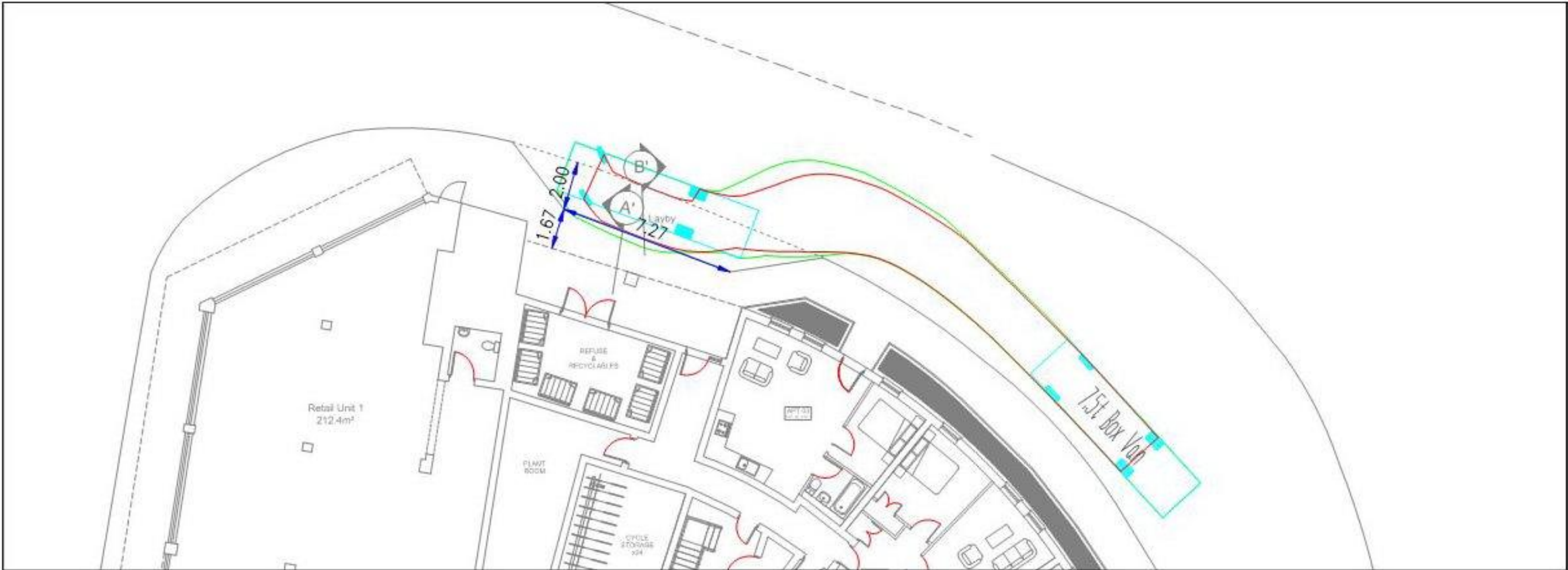
Client :

Project:
North Street Arcade
North Street
Havant

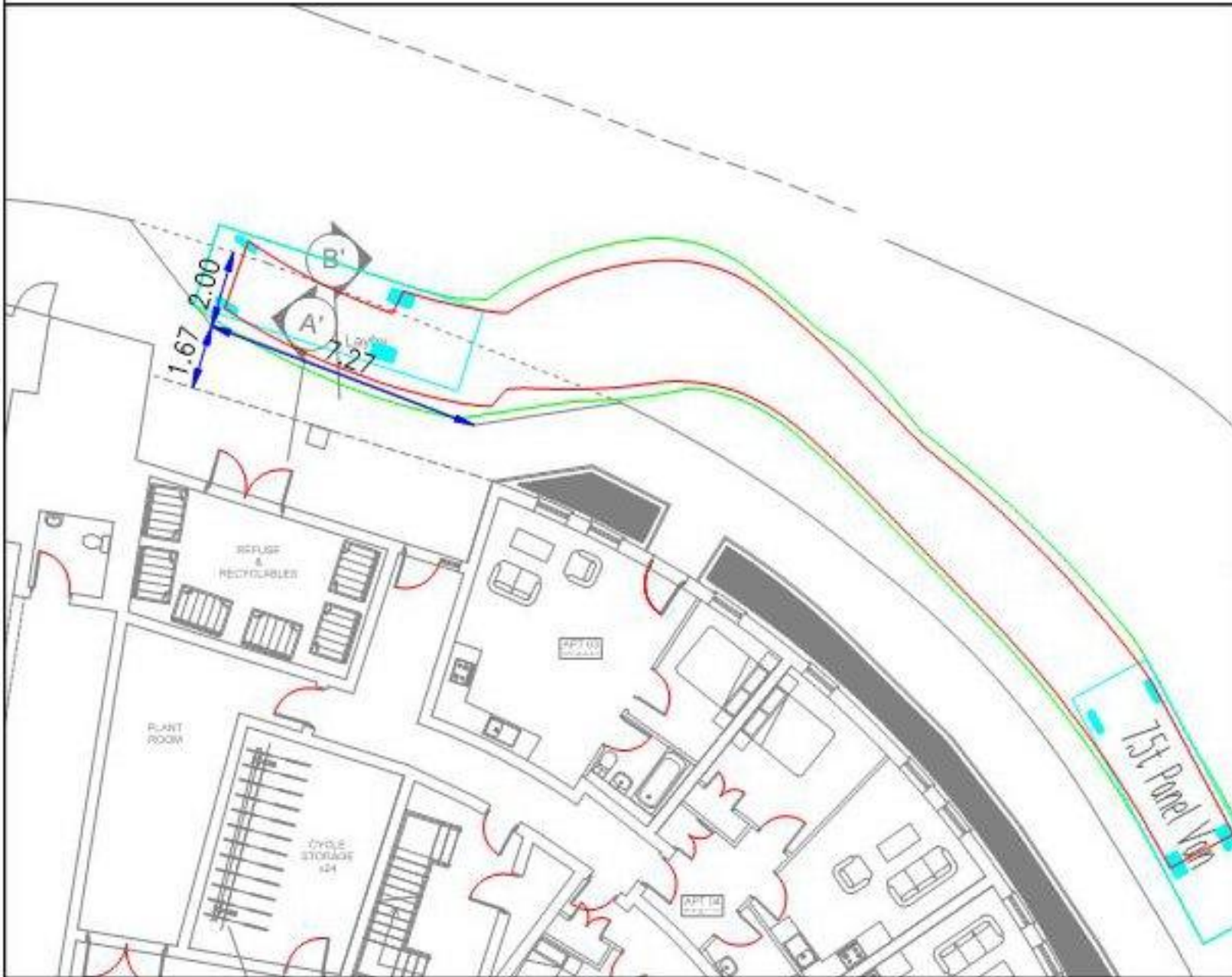
Drawing Title:
Proposed Floor Plans

Drawn By	Date	Checked By	Date	Approved By	Date
TH	Feb '20				
Drawing No.	Revision	Scale			
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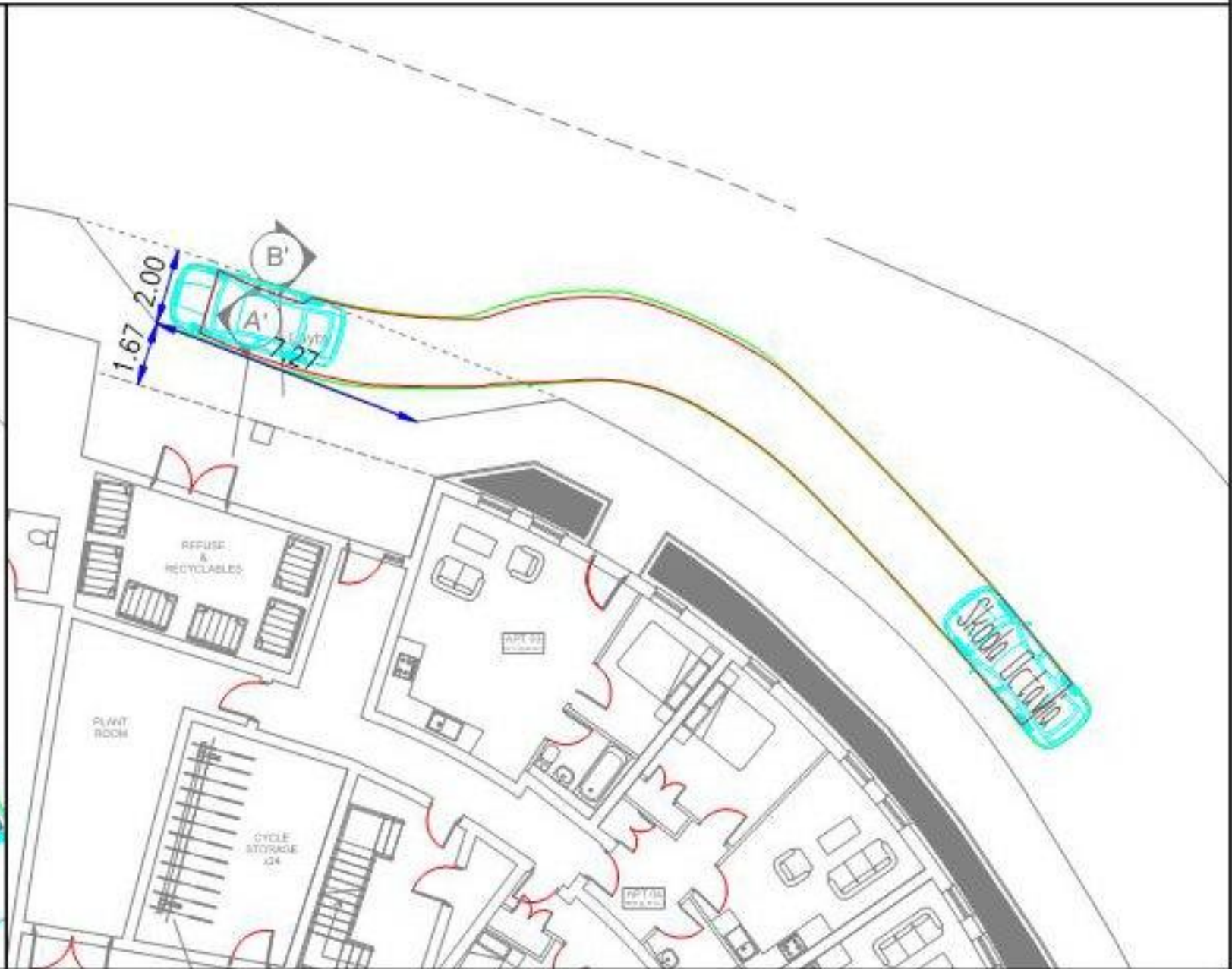




BOX VAN TRACKING



PANEL VAN TRACKING



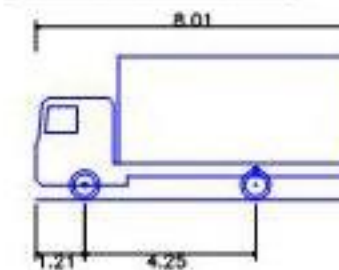
TAXI VEHICLE TRACKING

GENERAL NOTES

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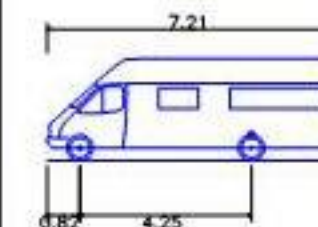
VEHICLE PROFILE



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 7.400m



Skoda Octavia
Overall Length 4.572m
Overall Width 1.769m
Overall Body Height 1.488m
Min Body Ground Clearance 0.249m
Max Track Width 1.713m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 5.100m



7.5t Panel Van
Overall Length 7.210m
Overall Width 2.192m
Overall Body Height 2.544m
Min Body Ground Clearance 0.316m
Track Width 1.865m
Lock to Lock Time 4.00s
Curb to Curb Turning Radius 7.400m

Rev	Description	Date	By	Chkd
-	-	-	-	-

Project Name NORTH STREET ARCADE HAVANT	Title 'LIVING SERVICING' LAYBY TRACKING	 Paul Basham Associates Ltd Lancaster Court, 8 Ramona Walk Road, Farnham, PO14 0TU 01429 945134 info@paulbashamassociates.com www.paulbashamassociates.com	Client  HANT BOROUGH COUNCIL	Checked By MS	Checked Date 28.07.17	Scale 1:200	(AT A3 SIZE)		
Project Phase PRELIMINARY				Drawn By WF	Drawn Date 27.07.17	Client Drawing No. -	PBA Drawing No. 045.0006.001	Revision -	