Ranelagh Road, Havant

Transport Statement

October 2016

Foreman Homes

paulbasham ASSOCIATES

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DELIVERING SUSTAINABLE, TRANSPORT PLANNING AND ENGINEERING SOLUTIONS

RESIDENTIAL DEVELOPMENT
RANELAGH ROAD,
HAVANT

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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RESIDENTIAL DEVELOPMENT
RANELAGH ROAD, HAVANT

TRANSPORT STATEMENT

Contents

1. INTRODUCTION 2
2. EXISTING CONDITIONS 3
3. PROPOSED DEVELOPMENT 7
4. SUMMARY & CONCLUSIONS 10

Figures

Figure 1 – Site Location
Figure 2 – Application site proximity to Wider Road Network
Figure 3 – PIA data

Tables

Table 1 – Local Bus Services Summary
Table 2 – Accommodation Schedule
Table 3 – Previously Approved Trip Generation
Table 4 – Revised Scheme Trip Generation
Table 5 – Net Highway Impact
Table 6 – Car Parking Provision
Table 7 – Cycle Parking/Storage Standards

Appendices

Appendix A – Proposed Site Layout

1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Foreman Homes to support 2 applications for the site following on from the previous application (App/12/00772) (a full planning application and a minor material amendment). The result of the full application (for 18 dwellings) would result in an uplift of 4 units on the site overall, taking the total from 79 to 83. The site location is demonstrated in **Figure 1**.

Figure 1: Site Location

1.2 The scope of this TS considers site accessibility, proposed accommodation schedule, car parking requirements, proposed trip impact on the local road network and draws conclusions from the assessment.

1.3 The site was subject to a previous application for 79 dwellings under reference number APP/12/00772 and was granted consent in July 2013. This report is for a revised scheme at the site which comprises an additional 4 units and a revised accommodation schedule to reflect current housing demand.

2. EXISTING CONDITIONS

Site and Surroundings

2.1 The development site currently exists as open fields, partly used for grazing horses, with disused buildings, stables and a former allotment site. The site is bordered by Ranelagh Road to the north, Brockhampton Road to the east, Meyrick Road to the west and commercial units to the south.

Local Road Network

2.2 Ranelagh Road is currently subject to a 30mph speed limit across the site frontage although actual speeds observed whilst visiting the site were estimated to be much lower.

2.3 The application site is located approximately 1km from the A27 which merges in the westbound direction into the M27 and M275 providing links to Southampton and Portsmouth and connected with London, Chichester and Brighton in the eastbound direction. The A3(M) is conveniently accessible to vehicle drivers from the application site through use of Harts Farm Way accessed to the south of the application site. The location of the application site in relation to the wider road network is demonstrated within **Figure 2**.

Figure 2: Application site proximity to Wider Road Network

2.4 Havant town centre is located 1.2km to the east of the site (approximately a 14 minute walk/4 minute cycle). There are numerous facilities and amenities within Havant, including a train station, superstores, shops, library, banks, police station, churches, post office, dentists and pharmacies. Havant NHS Diagnostic Centre is also located close to the site, approximately 2.1km to the north east. Both Havant town centre and the Diagnostic Centre are accessible via local bus services.

Pedestrian Infrastructure

2.5 The proposed development site is served by good pedestrian links. Pedestrian facilities were implemented as part of the Ranelagh Road north development and include 2.0m wide footways and pedestrian crossing points with tactile paving, including at the access with Brockhampton Road.

2.6 A continuous footway network links the application site with key facilities in Havant town centre which is also well catered for pedestrians with pedestrianised streets, multiple crossing points and suitably wide footways where necessary.

Bus and Rail Links

2.7 A number of bus services and stops are located approximately 500-600m or 6 minutes from the application site.

2.8 Five services (Stagecoach services 23, 30 and 727, Emsworth & District service 36 and First Hampshire service 145) currently operate at bus stops on New Road. These bus stop locations, including North Street, Brunswick Gardens, Ingledene Close and James Road are within 500-600m walking distance (approximately 6 minutes walking time) from the application site.

Table 1: Local Bus Service Summary

Service	Route	Stop	Operator	Frequency		
				Monday-Friday	Saturday	Sunday and Public Holidays
23	Leigh Park - Southsea	Brunswick Gardens	Stagecoach	Every 10 minutes	Every 10 minutes	Every 20 minutes
30	Havant – West Town – Eastoke - Mengham	Brunswick Gardens	Stagecoach	Every 15 minutes	Every 15 minutes	Every 30 minutes
36	Asda (Havant) - Southbourne	Brunswick Gardens	Emsworth and District	Tuesdays ONLY	No Service	No Service
145*	Hambledon-Waterlooville-Emsworth	Brunswick Gardens	First Hampshire	08:37, 08:57, 09:22, 15:34 and 16:04	No Service	No Service
727*	Havant - Bishsops Luffa School	Brunswick Gardens	Stagecoach	08:30	No Service	No Service

* School Service Only

2.9 Stagecoach service 23 provides the primary service for local users, operating an extensive timetable between Leigh Park and Southsea every 10 minutes from approximately 0530 to 2330hrs. Services 30, 145 and 727 provide less frequently operated services but cater well for access to local schools and colleges. These local bus services are summarised within **Table 1**.

2.10 The closest train station to the site is Bedhampton which can be reached by the aforementioned bus service or is an approximate 6 minute walk (500m) via Meyrick Road or West Street. This station provides access to frequent services running on the Portsmouth Direct Line between Portsmouth and London and the West Coastway Line between Brighton and Southampton.

PIA Data

2.11 Analysis of Personal Injury Accident (PIA) data between 2010 and 2014 reveals a low recurrence of comparable types of incident, with very few in the vicinity of the site (and none within 250m of the site). The PIA data therefore does not indicate any specific highways concern that would worsen as a result of the development, or pose a highways safety concern for future site users. The PIA data is demonstrated in **Figure 3**.

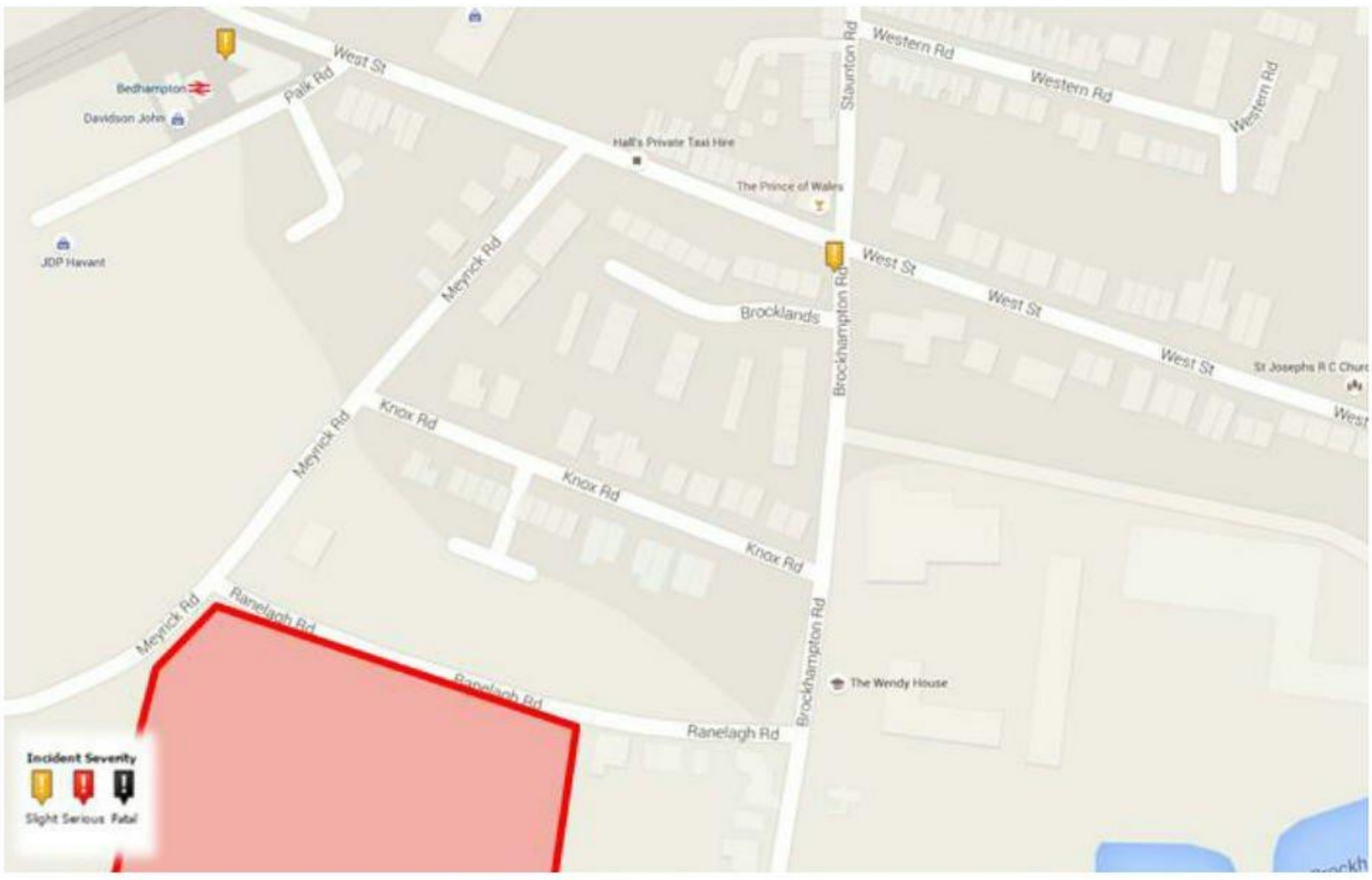


Figure 3: Local PIA Data (2010-2014). Retrieved from www.crashmap.com

2.12 The principle of the site as suitable for residential development, being accessible to local facilities, amenities and public transport was established through the 2013 consent and remains true with this application.

3. PROPOSED DEVELOPMENT

3.1 The two applications would comprise 83 units (67 houses and 16 flats) with associated parking and access being taken from Ranelagh Road. The site layout is provided in **Appendix A**.

3.2 As part of the revised applications, the accommodation schedule has been amended to reflect existing sales and on site demand and a further 4 units have been added. The revised accommodation schedule compared to the approved accommodation schedule is outlined in **Table 2**.

Unit Type	Number of Dwellings	
	Approved Scheme	Revised Scheme
1 Bedroom Flat	8	5
2 Bedroom Flat	12	16
2 Bedroom House	6	9
3 Bedroom House	53	50
4 Bedroom House	0	3
TOTAL	**79**	**83**

Table 2: Accommodation Schedule

Previously Agreed Trip Generation

3.3 In order to understand the highway impact of the revised scheme (Transport Assessment reference number: 025.0025/TA/2), the previously agreed trip rates and subsequent trip generation for the 79 units is replicated in **Table 3**.

TRICS 2012(a)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (houses)	0.181	0.404	0.344	0.233	5.224
Trip Rate (flats)	0.086	0.263	0.257	0.114	3.841
Trip Generation (59 houses)	11	24	20	14	308
Trip Generation (20 flats)	2	5	5	2	77
TOTAL Trip Generation	13	29	25	16	385

Table 3: Previously Approved Trip Generation

Proposed Trip Generation

3.4 To understand vehicular trip generation of the revised development the approved trip rates have been applied to the revised accommodation schedule with the outputs displayed in **Table 4**.

TRICS 2012(a)	AM Peak (0800-0900)		PM Peak (1700-1800)		Total Daily Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate (houses)	0.181	0.404	0.344	0.233	5.224
Trip Rate (flats)	0.086	0.263	0.257	0.114	3.841
Trip Generation (62 houses)	11	25	21	14	324
Trip Generation (21 flats)`	2	6	5	2	81
TOTAL Trip Generation	13	31	26	16	405

Table 4: Revised Scheme Trip Generation

3.5 The trip rate assessment indicates a peak period trip generation of 44 vehicle trips in the AM peak (0800-0900hrs) and 42 vehicle trips in the PM peak (1700-1800hrs). 405 trips over a 12 hour period are expected.

Net Impact

3.6 As a comparison the revised scheme trip generation numbers and the approved scheme trip generation numbers are compared in **Table 5**.

	AM (Peak 0800-0900)	PM Peak (1700-1800)	TOTAL
Approved Scheme	42	41	385
Revised Scheme	44	42	405
Net Difference	+2	+1	+20

Table 5: Net Highway Impact

3.7 The results show a minimal increase of 20 vehicles per day as a result of the revised scheme which increases unit numbers from 79 to 83 and revised the mix of flats and houses. The data indicates that the revised scheme will not have a severe impact on the Local Road Network, compared to its approved use, with negligible change in peak period traffic movements

Site Layout

3.8 The site's access arrangements, internal road layout, servicing arrangements and emergency vehicle arrangements have not been revised as a result of the additional units and will therefore remain as approved. Visibility splays have also not changed and are as approved.

Parking

3.9 The parking strategy for revised application would be in line with Havant Borough Council's Parking Standards SPD (March 2010) for allocated parking and shared/communal parking. The parking standards are included in **Table 6**.

Type of dwelling	Standards (allocated)
1 Bedroom	1
2 Bedroom	2
3 Bedroom	2
4 Bedroom +	3
TOTAL	**N/A**

Table 6: Car Parking Provision

3.10 The layout of the car parking is demonstrated in **Appendix A**, and takes a mix of garages, driveways and small parking courts in direct comparison to the approved scheme.

3.11 HBC's parking SPD also outlines cycle parking/storage standards which are identified in **Table 7**.

Type of dwelling	Total number of dwellings	HBC Cycle Long Stay	HBC Short Stay	Development Provision
1 Bedroom	4	1	1 loop/hoop per unit	4
2 Bedroom+	79	2	1 loop/hoop per unit	158
TOTAL	**83**	**N/A**	**N/A**	**162**

Table 7: Cycle Parking/Storage Standards

3.12 Cycle parking would be provided within garages, where applicable, or within sheds in the rear gardens where no garages are proposed.

4. SUMMARY & CONCLUSIONS

4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of Foreman Homes Ltd to support 2 applications for the site following on from the previous application (App/12/00772). The combination of the 2 applications would result in an overall uplift of 4 units on the site, taking the total from 79 to 83.

4.2 The application site presents a good opportunity to support sustainable development with its close proximity to local amenities, pedestrian and cycle networks, bus stops and train stations.

4.3 A PIA data assessment does not indicate any relevant highways concern that would worsen as a result of the proposed development, or pose a highways safety concern for future site users.

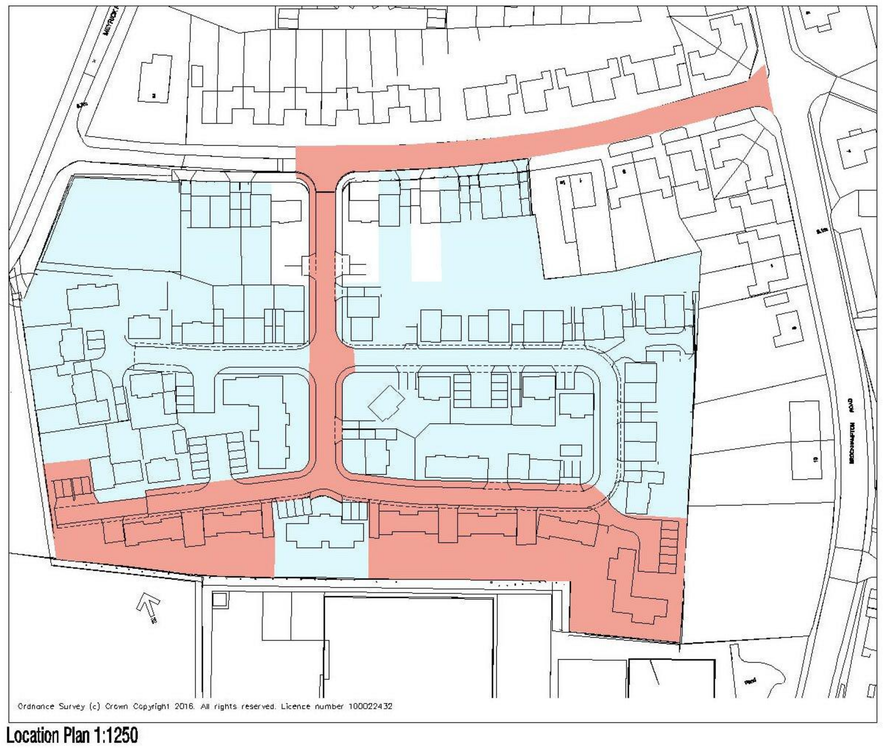
4.4 Vehicular trip rates for the proposed development have been identified, taking into consideration the previously approved vehicle trip rates. The highway impact assessment demonstrates that an increase of 20 vehicle trips per day with an additional 2 AM peak trips and 1 PM peak trips would result from the revised scheme, and this minimal increase would not generate a 'severe' impact on the local road network.

4.5 The proposed development incorporates car parking provision informed by HBC standards. The parking demand will be catered for by off-street parking and therefore should not impose pressure on-street. The proposed development site also provides an appropriate quantum of cycle parking in line with HBC parking standards, to encourage the use of sustainable transport.

4.6 All highways details of the site layout, including access, visibility, road geometries, refuse and emergency vehicle tracking remain unchanged from the consented scheme, and have not been duplicated as part of this Transport Statement.

4.7 This Transport Statement has demonstrated that the proposed development would not have a significant impact upon the local road network. We would therefore encourage HBC to look favourably upon this application with regards to highways.

Appendix A



Location Plan 1:250

Site Plan 1:500

Rev	Date	Description	By	PM
C		Amended as Planners comments		
B		Drawing amended		
A	--	Car parking spaces widened	--	--

REVISIONS

NOTE:

This layout is based on a brief provided by Foreman Homes and is shown on an Ordnance Survey enlargement and the position, size and disposition of the units are approximate. Final layout will be determined following a detailed survey by others, and is subject to planning, highways and statutory authorities consent.

Planning

0 5 7.5 10 15 20 25 30 35 40 45 50m

CLIENT

Foreman Homes

TITLE

Site A - Ranelagh Road
Havant
Proposed Site Plan &
Location Plan (Section 73 Context)

Scale @ A1: 1:500 & 1:1250
Date: Oct'15
Drawn by: HJE
Checked by:
Drawing No: 14.071A.01
Revision: C

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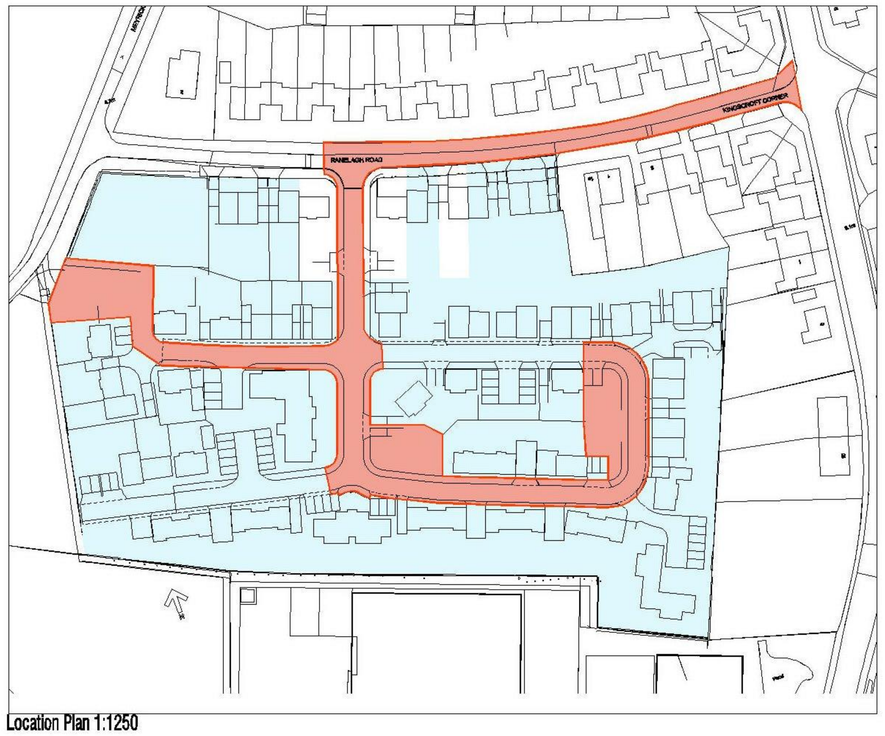

Location Plan 1:1250

Site Plan 1:500

Rev	Date	Description	By	PM
A	--	Roof plans added for plots subject to separate application.	--	--

REVISIONS

NOTE:

This layout is based on a brief provided by Foreman Homes and is shown on an Ordnance Survey enlargement and the position, size and disposition of the units are approximate. Final layout will be determined following a detailed survey by others, and is subject to planning, highways and statutory authorities consent.

Planning

0 5 7.5 10 15 20 25 30 35 40 45 50m

CLIENT

Foreman Homes

TITLE

Site Plan-Section 73 - Ranelagh Road
Havant
Proposed Site Plan &
Location Plan

Scale @ A1: 1:500 & 1:1250
Date: Oct'15
Drawn by: HJE
Checked by:
Drawing No: 14.071B.01
Revision: A

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