



LAND OFF WESTWOOD CLOSE, EMSWORTH

TRANSPORT STATEMENT

June 2018

Hampshire Homes

**RESIDENTIAL DEVELOPMENT
LAND OFF WESTWOOD CLOSE
EMSWORTH**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

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1. INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates on behalf of Hampshire Homes to support a planning application for a residential development comprising 46 dwellings at Land off Westwood Close, Emsworth. The site location is demonstrated in **Figure 1**, with the site layout included in **Appendix A**.



Figure 1: Site Location

- 1.2 This report, and subsequently the site layout, has been informed by a site visit and attendance at both a Public Consultation and Development Consultation Forum (DCF) in 2018.
- 1.3 This report reviews the existing site conditions and local accessibility, outlines the development proposals including accommodation schedule, parking provision and servicing arrangements, assesses the likely impact of the development on the operation of the local road network and details the access arrangement for the site.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The site, situated approximately 600m south of Westbourne Village Centre and 1km north of Emsworth Town Centre, is currently greenfield land. The site is bordered by greenfield land to the north and south, the River Ems to the east and residential properties to the west. The existing site and its surroundings is demonstrated in **Figure 2**.



Figure 2: Site Context (Source: Google)

Local Road Network

Westwood Close

- 2.2 Westwood Close, which connects to Westbourne Avenue approximately 90m from the proposed site, currently provides access to approximately 14 dwellings. The carriageway measures approximately 5.5m in width and is subject to a 30mph speed limit, however, as a result of the nature of the road, vehicle speeds and volumes were observed to be low whilst on site.
- 2.3 A 1.8m wide footway flanks the western side of Westwood Close for its duration with an eastern footway provided 35m north of the turning head provided at the southern extent of Westwood Close. The existing pedestrian infrastructure facilitates the movement of pedestrians in the vicinity of the site and onto the wider pedestrian network. The existing conditions along Westwood Close are demonstrated in **Photograph 1**.



Photograph 1: Westwood Close Existing Conditions

Westbourne Avenue

- 2.4 Westwood Close connects to Westbourne Avenue via a priority junction approximately 90m from the proposed site access. Westbourne Avenue measures 6m in width and is flanked by 2m wide shared footways on either side of the carriageway. In addition, on-street cycle lanes are provided along Westbourne Avenue, providing a safe and attractive cycling environment. The existing conditions along Westbourne Avenue are demonstrated in **Photograph 2**.



Photograph 2: Westbourne Avenue Existing Conditions

Personal Injury Accident Data

- 2.5 Personal Injury Accident (PIA) data has been obtained for the latest available 5 year period between January 2013 and December 2017 in the vicinity of the site. The PIA investigation demonstrates that there have been no incidents recorded in the vicinity of the site during this period, with the closest incidents occurring on New Brighton Road, some 450m from the proposed site access. The PIA data is demonstrated in **Figure 3**.



Figure 3: PIA Data: 2013 - 2017 (Source: crashmap.co.uk)

- 2.6 The results of the PIA investigation do not indicate a highways concern that would worsen as a result of the development or pose a safety concern for future site users.

3. LOCAL ACCESSIBILITY

- 3.1 The site is well located in relation to existing facilities and amenities in the local area. Westbourne Village, which is situated 600m north of the site (10 minute walk), provides a small number of amenities including a convenience store, bakery and post office.
- 3.2 In addition, the site is situated approximately 1km (15 minute walk/4 minute cycle) north of Emsworth Town Centre which provides a more comprehensive range of facilities and services including a bank, a pharmacy, supermarket, restaurants and pubs. A summary of the local facilities and amenities and their associated walking/cycle time is provided in **Table 1**.

Amenity	Distance (m)	Walking Time (mins)	Cycle Time (mins)
Bus Stops	350m	4	1
Doctor's Surgery	700m	9	3
Convenience Store	750m	9	3
Post Office	750m	9	3
Primary School	950m	12	4
Railway Station	1.2km	15	4
Dentist	1.4km	17	5
Secondary School	1.4km	17	5

Table 1: Proximity of Local Amenities

- 3.3 **Table 1** demonstrates that the site is located in a sustainable location and therefore walking and cycling should be encouraged for local trips.

Pedestrian Network

- 3.4 The gentle topography experienced within the vicinity of the site is conducive for pedestrians and mobility impaired users. Suitably wide footways flank either side of the local roads with dropped kerbs provided where appropriate, therefore providing a safe and continuous route between the site and the wider pedestrian network.
- 3.5 A shared footway/cycleway is located 20m north of the Westwood Close/Westbourne Avenue junction which provides an off-road route between Westbourne Avenue, Westbourne Road and the facilities in Westbourne. The footway/cycleway is demonstrated in **Photograph 3**.



Photograph 3: Footway/Cycleway on Westbourne Avenue

- 3.6 Within Westbourne, a footway flanks the eastern side of the carriageway and, coupled with the 20mph speed limit in the village, presents a good opportunity to encourage local trips by pedestrians. Emsworth Town Centre also benefits from good pedestrian provision with wide footways supported by dropped kerbs and tactile paving. The pedestrian infrastructure is also enhanced with the addition of pedestrian crossing facilities.
- 3.7 An existing Public Right of Way (PRoW) currently passes through the site which, as part of the development, will be diverted around the eastern perimeter of the site boundary. The footpath diversion plan is demonstrated on the site layout included in **Appendix A**.

Cycle Network

- 3.8 The gentle topography experienced in Emsworth also lends itself to encouraging cycling as an alternative mode of transport to the private car. As aforementioned, on-street cycle lanes are present along Westbourne Avenue providing a safe cycle network in the vicinity of the site.
- 3.9 In addition, the site is located approximately 1.5km north of National Cycle Network (NCN) Route 2 which provides a route between Dover to the east and St Austell to the west. For a local cycle, a journey to Emsworth takes approximately 4 minutes whilst a journey to Havant takes approximately 15 minutes. The local cycle routes in the vicinity of the site are demonstrated in **Figure 4**.



Figure 4: Local Cycle Routes (Source: sustrans.org.uk)

Bus Services

3.10 The closest bus stops to the site are situated on Westbourne Road (350m north of the site). Both bus stops comprise a single pole and timetable. Additional bus services are available from New Brighton Road. A summary of the services available from the bus stops on both Westbourne Road and New Brighton Road is provided in **Table 2**.

Service Number	Bus Stop	Route	Frequency		
			Monday – Friday	Saturday	Sunday
27	New Brighton Road	Rowlands Castle – Havant – Emsworth	0844, 1044, 1244, 1444, 1644	0844, 1044, 1244, 1444, 1644	No Service
28a*	New Brighton Road/ Westbourne Road	Southbourne – Clanfield – Horndean – Oaklands School – Havant College	Depart: 0723 Arrive: 1520	No Service	No Service
54	Westbourne Road	Chichester – Petersfield	Depart: 1017 Return: 1315	Depart: 1017 Return: 1314	No Service
641*	New Brighton Road	Southbourne – Rowlands Castle – Denvilles – Leigh Park – Oaklands School	Depart: 0735 Return: 1610	No Service	No Service

Table 2: Local Bus Services

*School service

Rail Services

- 3.11 Emsworth Railway Station is the nearest station to the site and is accessible via a 15 minute walk or 4 minute cycle. The station is equipped with 15 cycle storage spaces, a manned ticket office, customer help points and step free access to the platforms making the station suitable for all non motorised users.
- 3.12 Emsworth Station provides routes to a number of local destinations (Portsmouth and Southampton), as well as destinations further afield (London and Brighton). Trains to Portsmouth and Southampton typically operate at two per hour with journeys taking approximately 20 and 45 minutes respectively. Trains operate hourly to both Brighton and London with journeys taking 60 and 90 minutes respectively.
- 3.13 The frequent services to Portsmouth provide a good opportunity to encourage cycle-rail-cycle commuter journeys to both Havant and Portsmouth.

Summary

- 3.14 The site is located in suitable walking distance of the local facilities and amenities in both Westbourne Village and Emsworth Town Centre, and therefore presents a good opportunity to encourage sustainable travel for local trips.

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed development comprises 46 dwellings and associated car parking. It is proposed that 30% of the dwellings would be provided as affordable housing. The proposed accommodation schedule is summarised in **Table 3**, with the site layout included in **Appendix A**.

Type of Dwelling	Number of Units
1 Bedroom	4
2 Bedrooms	19
3 Bedrooms	19
4 Bedroom	4
Total	46

Table 3: Proposed Accommodation Schedule

Car Parking Provision

- 4.2 Car parking will be provided in accordance with Havant Borough Council's (HBC) Parking Supplementary Planning Document (2016) which sets out the minimum parking standards for a residential development. The car parking standards and required parking provision is summarised in **Table 4**.

Size of Dwelling	Number of Units	Minimum Car Parking Requirement	Number of Spaces Required
1 Bedroom	4	1 space	4
2 Bedrooms	19	2 spaces	38
3 Bedrooms	19	2 spaces	38
4+ Bedrooms	4	3 spaces	12
Total	46	-	92

Table 4: Required Parking Provision

- 4.3 A total of 92 parking spaces are provided on-site associated with the dwellings and therefore parking is provided in accordance with the standards.
- 4.4 An additional 20% of unallocated parking should be provided to accommodate visitor parking. A total of 24 formal visitor car parking spaces are provided on-site to ensure that there is no overspill onto the local road network. The location of the visitor car parking spaces is shown on the site layout included in **Appendix A**.
- 4.5 All parking spaces measure 2.4m x 4.8m in accordance with HBC design guidance, with a 6m aisle width where appropriate. Where garages are provided, internal measurements of 3m x 6m will be provided in accordance with the HBC guidance. For parallel car parking bays, the spaces measure 2.4m x 6m. Tracking of the car parking spaces is included in **Appendix B**.

Cycle Parking Provision

- 4.6 Cycle parking will also be provided in accordance with the standards set out with the HBC Supplementary Planning Document. The cycle parking standards are summarised in **Table 5**.

Size of Dwelling	Cycle Parking Provision
	Long Stay
1 Bedroom	1 space
2 Bedrooms	2 spaces
3 Bedrooms	2 spaces
4+ Bedrooms	2 spaces

Table 5: Cycle Parking Standards

- 4.7 Cycle parking will be accommodated within the curtilage of each property, either within a garage or via a rear shed.

Internal Road Layout

- 4.8 The parameters of the site layout would be designed to create an attractive and permeable pedestrian and cycle environment. The site's spine road will measure 6m in width, after which carriageways narrow and become more reflective of Manual for Streets (MfS) design principles. A carriageway width of 4.8m is sufficient in accommodating a car and a larger vehicle to pass simultaneously. To summarise, the design principles on which the scheme will be based are;
- Spine road to measure 6m in width, before narrowing to 4.1m – 4.8m upon entry to cul-de-sacs; and
 - 2m wide footway flanking the western side of the carriageway

- 4.9 In accordance with MfS design guidance, all bends within the home zones would be designed to achieve the required forward visibility for vehicles travelling up to 20mph. Any planting provided within the visibility envelope would be maintained to below 600mm in height. Internal visibility splays are included in **Appendix C**.

Servicing Arrangements

- 4.10 Servicing will take place internally within the site boundary in order to reduce the impact on the local road network. It is envisaged that kerbside collection would be undertaken for all the properties and where shared surfaces terminate in cul-de-sacs, the carry and/or reversing distances will be in accordance with MfS best practice guidance of 30m for residents and 25m for refuse collection personnel.

- 4.11 Fire tender vehicles can get within 45m of all dwellings in accordance with MfS design guidance. Swept path analysis of the site has been undertaken for both refuse vehicles and fire tender vehicles, and is included in **Appendix D**.

5. TRIP GENERATION ASSESSMENT

5.1 This section of the TS assesses the likely vehicular and pedestrian trip generation associated with the proposed development.

Vehicular Trip Generation

5.2 In order to understand the likely impact of the development on the local road network, a TRICS assessment has been undertaken using the following parameters;

- TRICS (v.7.5.1) database;
- 'Residential', 'Houses Privately Owned' Use Class;
- Sites in England and Wales – Excluding Greater London;
- 6 – 100 dwellings;
- Weekday surveys only; and
- 'Suburban' and 'Edge of Town' locations

5.3 It is noted that, whilst the development is anticipated to comprise 30% of affordable housing, only private housing has been assessed to ensure a robust assessment.

5.4 The results of the TRICS assessment are demonstrated in **Table 6**, with the full outputs included in **Appendix E**.

TRICS (v.7.5.1)	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Vehicle Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.146	0.401	0.332	0.141	4.636
Trip Generation (46 Dwellings)	7	18	15	6	213

Table 6: Proposed Vehicular Trip Generation

5.5 **Table 6** demonstrates that the proposed development is anticipated to generate 25 trips in the AM peak period, 21 trips in the PM peak period and 213 trips across a 12 hour day. This equates to an additional trip onto the local road network approximately every 2 minutes in the AM peak period, 3 minutes in the PM peak period and 3 minutes across a 12 hour day.

5.6 Whilst the site is currently greenfield land and therefore the trips generated by the site will all be new to the network, the local road network is considered suitable to accommodate this level of traffic, particularly given that there have been no identified safety concerns in the vicinity of the site.

Pedestrian Trip Generation

- 5.7 In order to determine the likely number of pedestrian trips associated with the proposed development, the TRICS assessment has been rerun using the same parameters as outline above. The results of the pedestrian assessment are summarised in **Table 7**, with the full outputs included in **Appendix E**.

TRICS (v.7.5.1)	AM Peak Period (0800-0900)		PM Peak Period (1700-1800)		Total Daily Pedestrian Trips
	Arrivals	Departures	Arrivals	Departures	
Trip Rate per Dwelling	0.071	0.189	0.099	0.054	1.714
Trip Generation (46 Dwellings)	3	9	5	2	79

Table 7: Pedestrian Trip Generation

- 5.8 **Table 7** demonstrates that the proposed development is anticipated to generate 12 pedestrian trips in the AM peak period, 7 pedestrian trips in the PM peak period and 79 pedestrian trips across a 12 hour day. The pedestrian infrastructure in the vicinity of the site is considered suitable to accommodate the additional pedestrian movements generated by the site.

6. ACCESS ARRANGEMENT

- 6.1 The proposed site will be served via a continuation of the existing Westwood Close carriageway, which currently provides access to approximately 14 dwellings and culminates in a turning head at the southern end of the road. Whilst on site it was observed that a tree is located on the northern side of the turning head which would fall within the visibility envelope. As part of the proposals, the tree is to be removed, thus ensuring that forward visibility upon access and egress of the site is suitable. The location of the access is demonstrated in **Photograph 4**.



Photograph 4: Proposed Access Location

- 6.2 The development will be served via a 6m wide spine road along the eastern side of the side boundary, with a 2m wide footway flanking the western side of the spine road. The proposed footway will tie into the existing footway which currently flanks the western side of Westwood Close. An eastern footway will be provided at the entrance to the site, with the missing section of the existing eastern footway along Westwood Close implemented as part of the proposed development. The proposed pedestrian infrastructure is demonstrated on the site layout, included in **Appendix A**.

Westwood Close/ Westbourne Avenue Junction

- 6.3 As aforementioned, Westwood Close connects to Westbourne Avenue via a priority junction approximately 90m from the proposed site access. Westbourne Avenue measures 6m in width and is flanked by 2m wide shared footways on either side of the carriageway. Visibility from the Westwood Close/ Westbourne Avenue junction is visually demonstrated in **Photographs 5 and 6**.



Photograph 5: Primary Direction Visibility



Photograph 6: Secondary Direction Visibility

- 6.4 Westbourne Avenue is subject to a 30mph speed limit across the frontage of this junction and therefore visibility would need to be achievable to 2.4m x 43m in accordance with MfS design guidance. The achievable visibility splay to 43m is demonstrated in **Appendix C**.
- 6.5 This junction and its existing visibility is considered suitable to accommodate the proposed quantum of traffic generated by the proposed development.

7. SUMMARY AND CONCLUSIONS

- 7.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of Hampshire Homes to support a planning application for a residential development comprising 46 dwellings at Land off Westwood Close, Emsworth.
- 7.2 The site, situated approximately 600m south of Westbourne Village Centre and 1km north of Emsworth Town Centre, is bordered by greenfield land to the north and south, the River Ems to the east and residential properties to the west. The location of the site in relation to the existing facilities in both Westbourne and Emsworth presents a good opportunity to encourage sustainable travel from the site.
- 7.3 The proposed development comprises 46 dwellings. Car parking has been provided in accordance with HBC standards with a total of 116 parking spaces provided on site; 92 of which are allocated to the individual properties and 24 are provided as formal visitor parking spaces. Cycle parking will be accommodated on-plot either within a garage or rear shed.
- 7.4 A TRICS assessment has been undertaken to determine the likely vehicular and pedestrian impact of the development on the operation of the local road network and existing infrastructure. A total of 25 vehicle and 12 pedestrian trips are anticipated in the AM peak period, 21 vehicle and 7 pedestrian trips in the PM peak period and 213 vehicle and 79 pedestrian trips are anticipated to be generated over a 12 hour day.
- 7.5 Access to the site will be via a continuation of the existing Westwood Close carriageway which currently provides access to approximately 14 dwellings. The site's spine road will measure 6m in width with a 2m wide footway flanking the western side of the carriageway for its duration. An eastern footway will be provided for the missing section of footway along Westwood Close, thus ensuring a continuous and direct route between the site and the wider pedestrian network.
- 7.6 This Transport Statement has demonstrated that the proposed development will not have a material impact on the operation, capacity or safety of the local road network, and we therefore encourage HCC and HBC to look favourably upon this development in relation to highways.

Appendix A

SCHEM OF ACCOMMODATION

Alleviate Housing 50%

1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
SUB TOTAL	14 UNITS	

Private Housing 50%

2 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
1 No. 10m	18m	18m/10m (18m)
SUB TOTAL	32 UNITS	

TOTAL UNITS: 46

ALLOCATED PARKING SPACES: 72

VISITOR PARKING SPACES: 24

TOTAL CAR PARKING SPACES: 116

KEY

Current Trodden Footpath

Flood Zone 1 boundary line

Proposed Footpath

Zone 1 Roof protection zone (RPA)

Existing trees

Proposed trees

Proposed hedgerow

Existing hedgerow

Wet retention area

Connection points to open space

Existing gates to be retained

Existing gates to be relocated

Relocated gate position

Hampshire/ West Sussex County boundary line

V Visitor parking spaces

G Garden gate location

