



NORTH STREET ARCADE, HAVANT

TRANSPORT STATEMENT

April 2018

Malins Group

**MIXED USE REDEVELOPMENT
NORTH STREET ARCADE
HAVANT**

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

PB-Associates Document No:		045.0006/TS/4	
Status:	Original	Copy No:	
	Name	Signature	Date
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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



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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 21 residential apartments consisting of 16 x 1 bed and 5 x 2 bed units as well as 4 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 458sqm 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 The scheme proposes no on-site parking provision given the highly accessible site location. The proposed scope of the highways input required for this application has been discussed at length with Havant Borough Council (HBC) highways officers through pre-application consultations.

- 1.4 Accordingly, 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 (2011)

- 2.1 Designed to make the planning system less complex and more accessible, the National Planning Policy Framework (NPPF) gives greater responsibility to Local Authorities, a 'presumption in favour of sustainable development', and encourages local planning authorities to 'positively seek' opportunities to meet the development needs of their area.
- 2.2 The NPPF paragraph 32 states:

"All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- Safe and suitable access to the site can be achieved for all people; and*
- Improvements can be undertaken within the transport network that cost- effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

- 2.3 This Transport Statement accords with these principles. The NPPF also cites the following as key considerations with regards to transport and development planning to which this proposal's highway approach adhere:

- The development gives priority to pedestrian and cycle movements, and has access to public transport facilities;
- The development has a safe and secure layout which minimises conflicts between traffic and cyclists or pedestrians, avoids street clutter, and where appropriate, establishes home zones.

Havant Borough Council Parking Supplementary Planning Document (2016)

- 2.4 Pre-Application discussions were carried out with Havant Borough Council (HBC) highway authority in April/May 2017, which established the principle of car-free development in this location. 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 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 18 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 10 cycles.
- 3.9 A total of 28 cycle spaces are therefore provided at a ratio of one per unit. HBC cycle parking standards (2016) state that for larger developments of 10 or more dwellings short term visitor cycle parking can be provided at 20% of the long-term standard, this would equate to a required provision of 7 short term cycle spaces. The proposed provision of 28 spaces is therefore considered more than adequate to meet all resident demand and encourage cycling as a primary mode of travel.
- 3.10 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**.

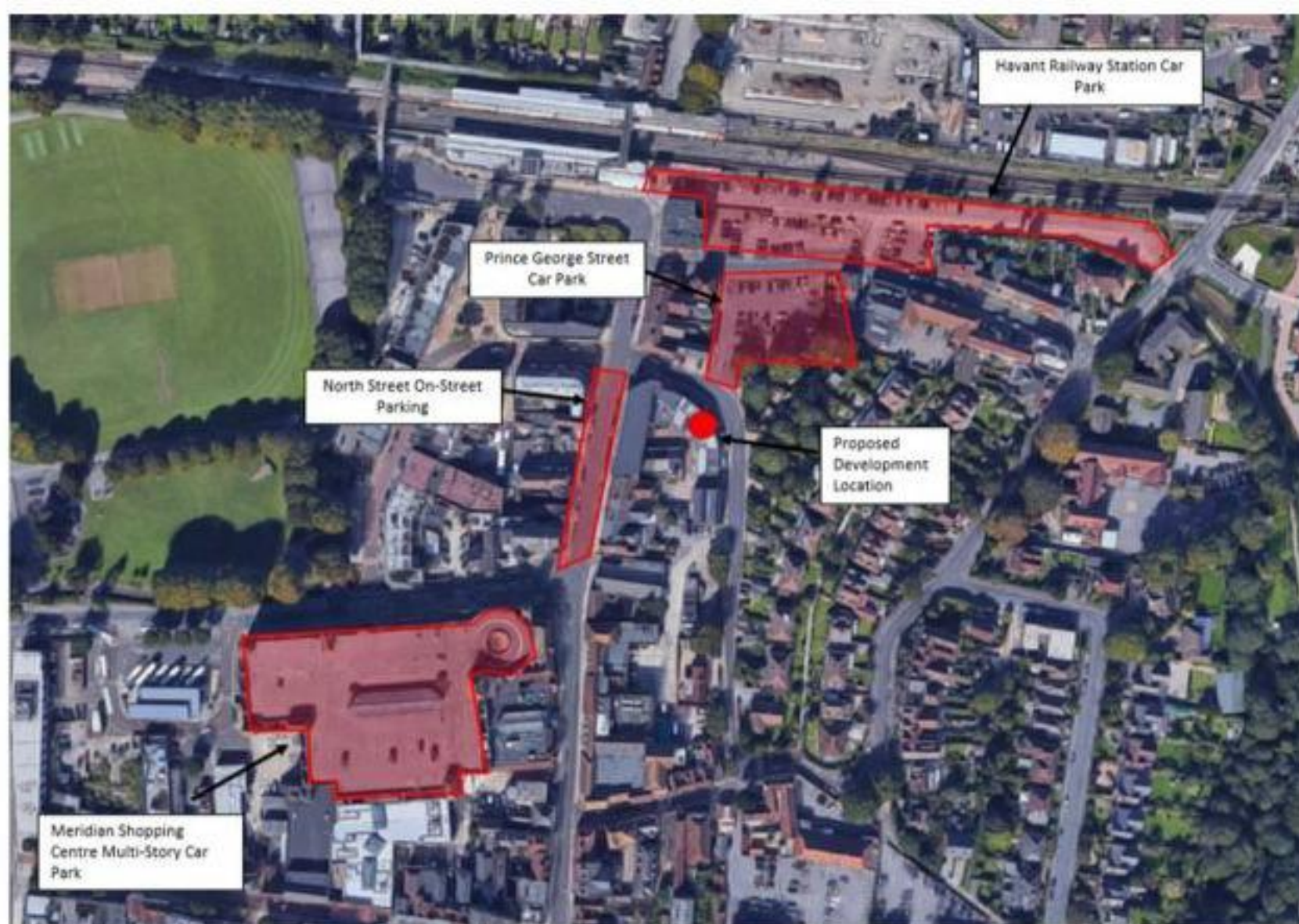


Figure 3: Alternative Parking Areas within the Vicinity of the Site

- 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 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 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.

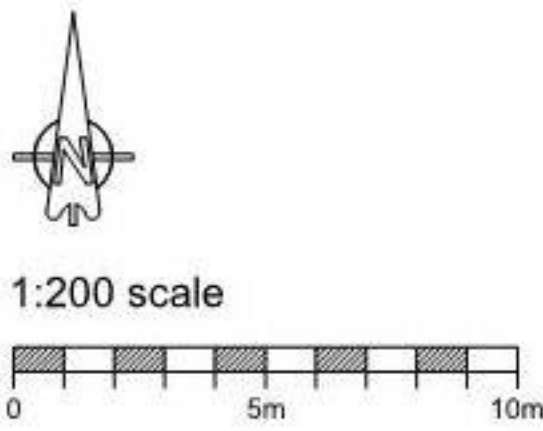
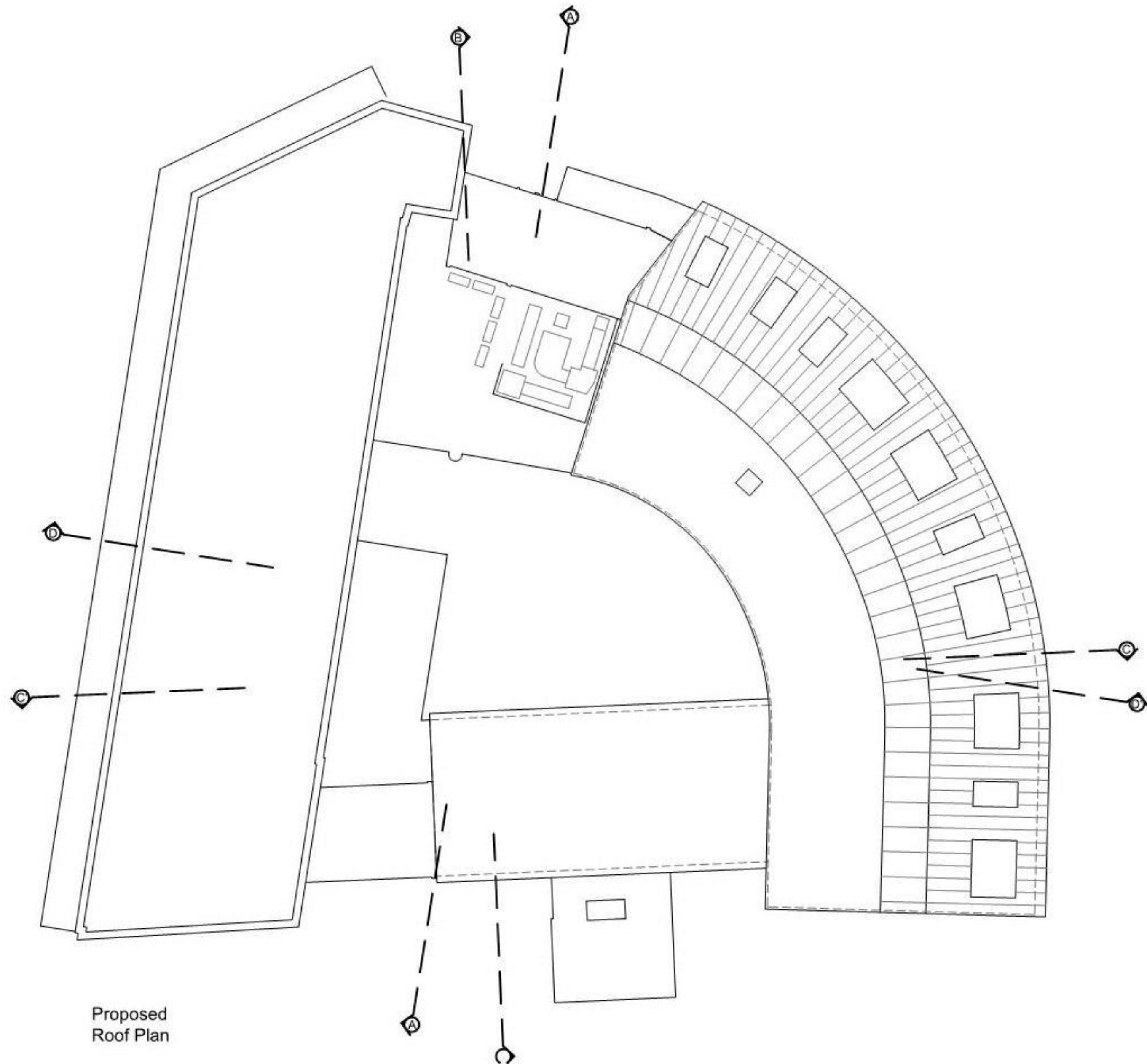
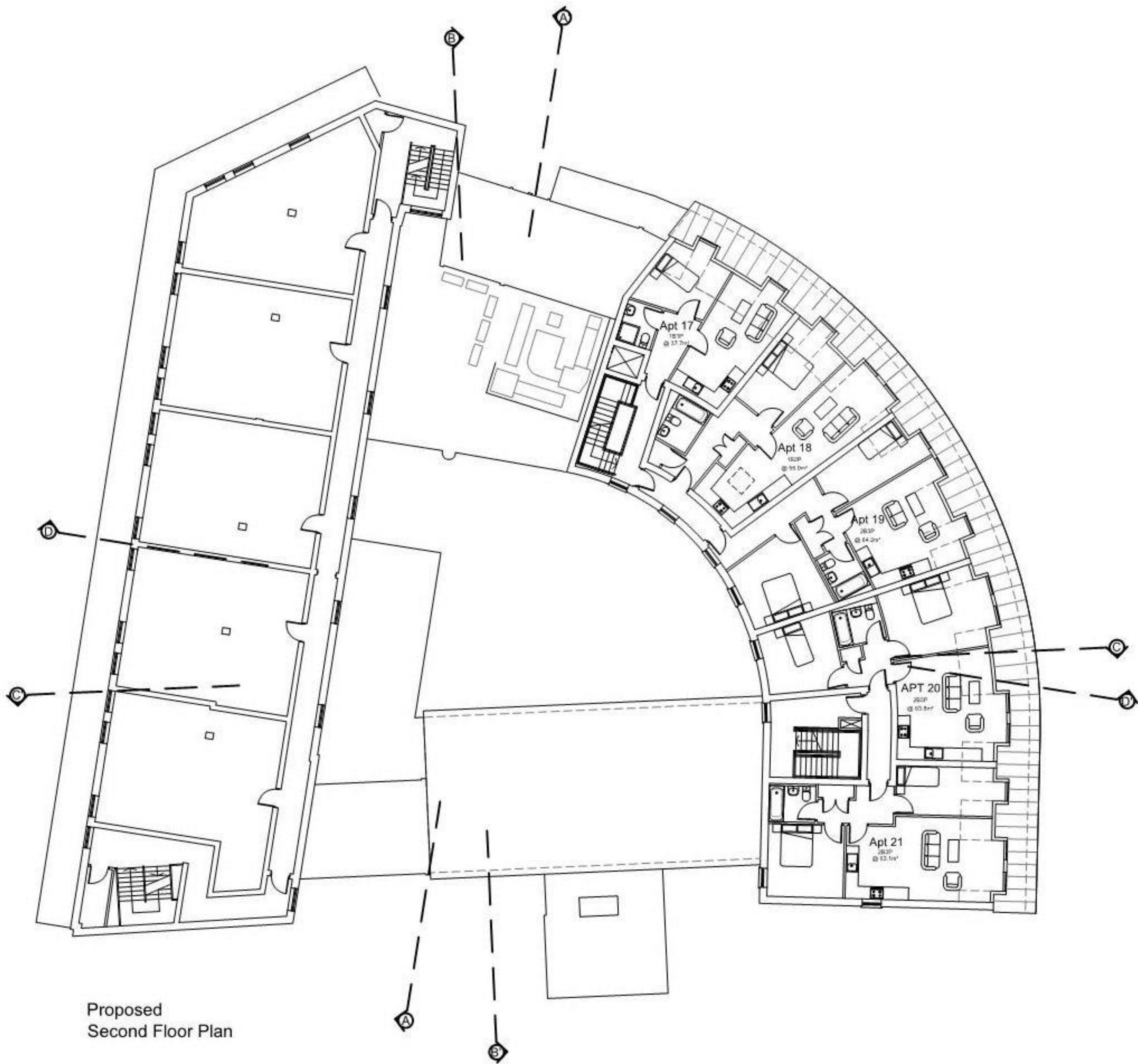
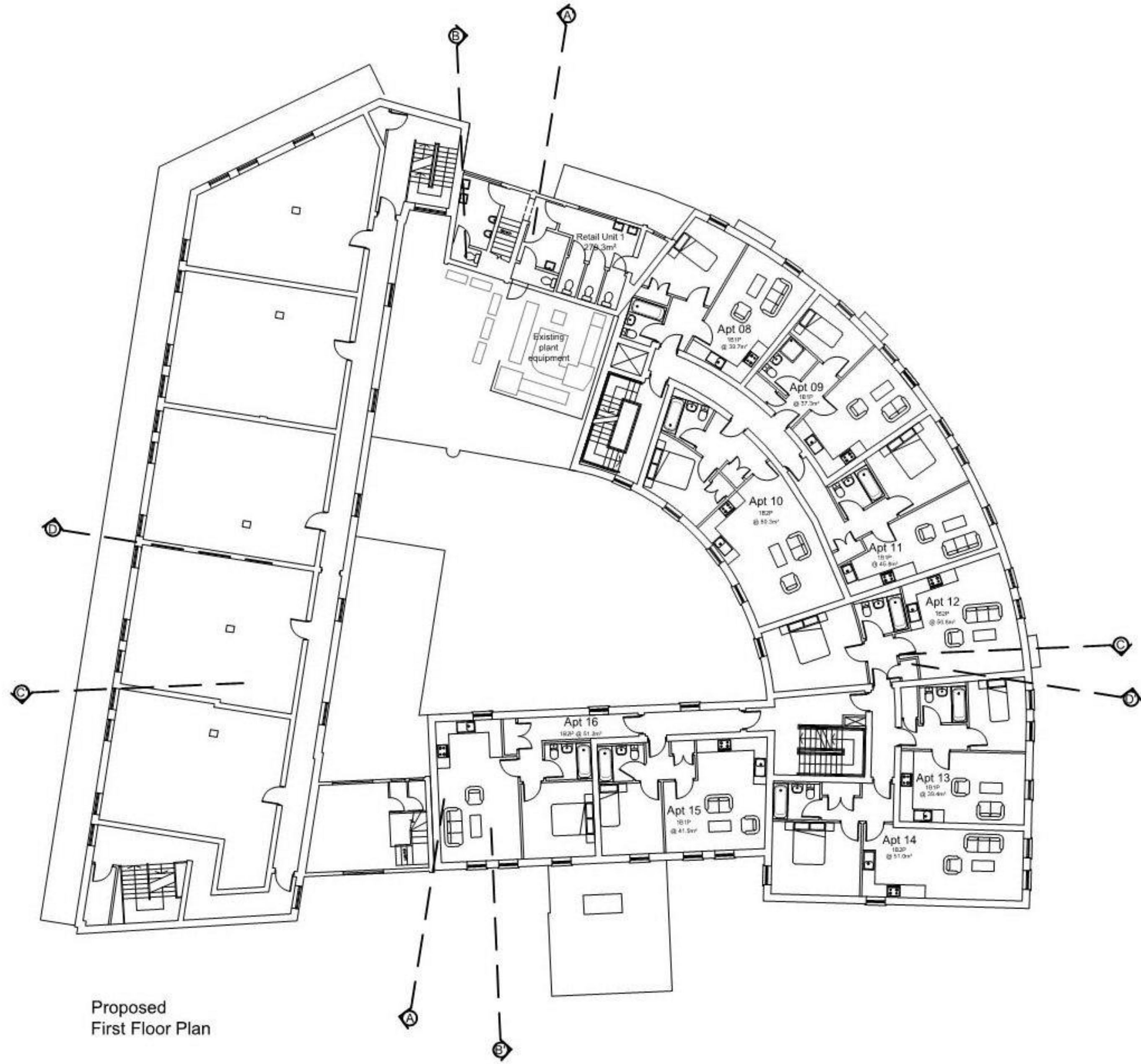
- 5.8 The lay-by will be capable of accommodating a large delivery vehicle as well as private cars/taxis whilst allowing the continuous two way movement of vehicles along Prince George Street. This is demonstrated through a vehicle tracking exercise attached as **Appendix B**.
- 5.9 Servicing for the 4 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.

6. CONCLUSIONS

- 6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of The Malins Group to support the redevelopment of 8 retail units into 21 apartments and 4 retail units at North Street Arcade, Havant.
- 6.2 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.
- 6.3 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.
- 6.4 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.
- 6.5 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 there 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.

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Schedule of Accommodation		
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P8	April 2018	Planning Application	TH
Revision	Date	Description	Drawn

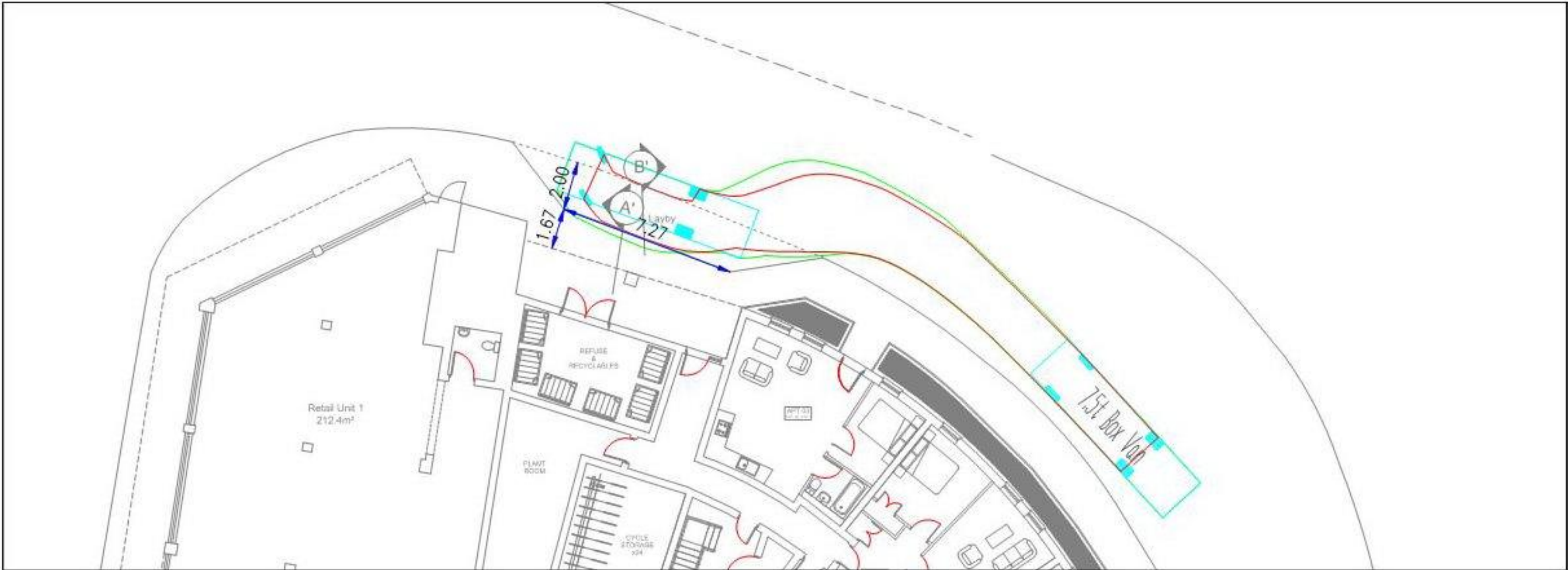
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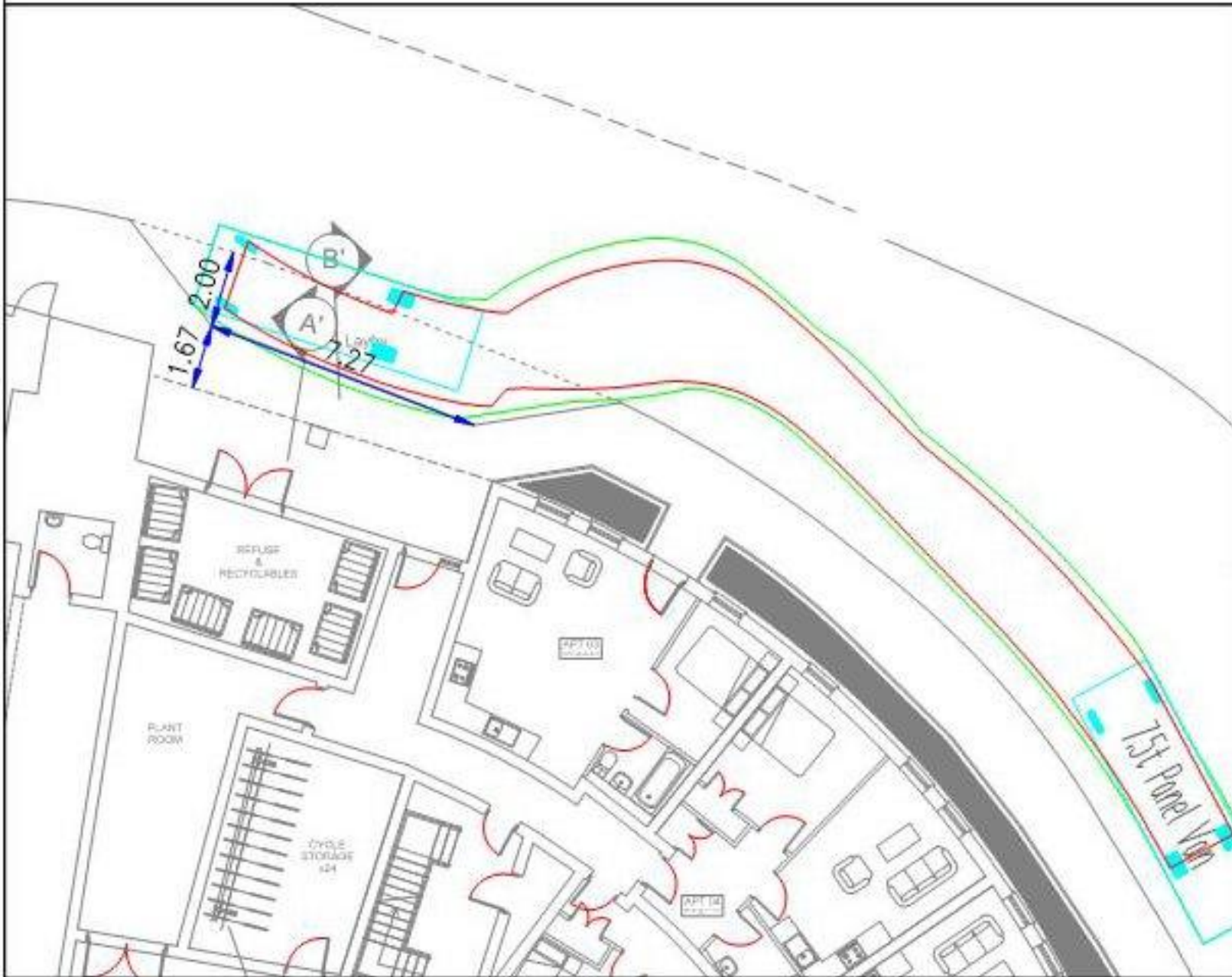
Project:
North Street Arcade
North Street
Havant

Drawing Title:
Proposed Floor Plans

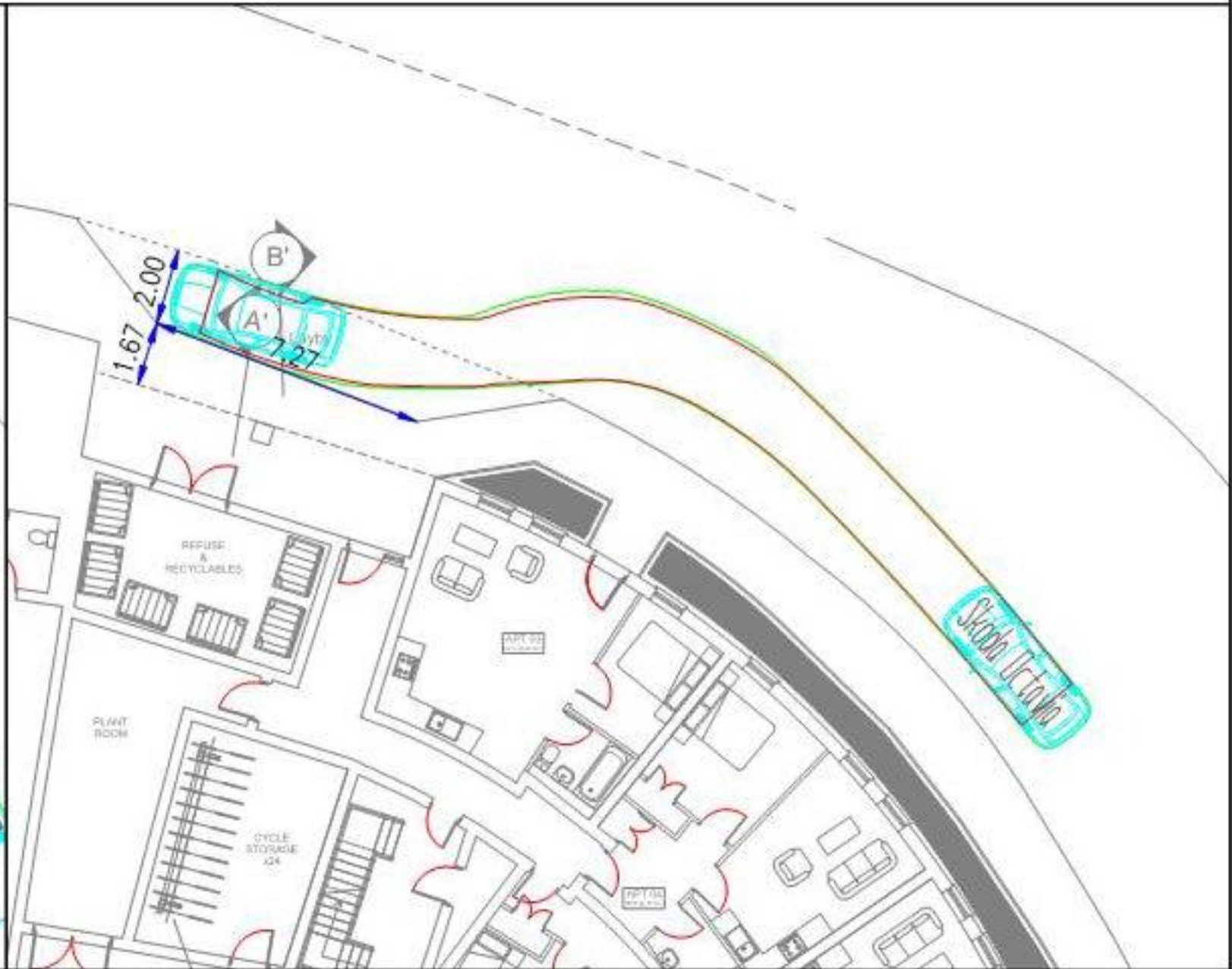
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Drawing No.	16 - 2199 - 134	Revision:	P8	Scale:	1:200 @ A1



BOX VAN TRACKING



PANEL VAN TRACKING



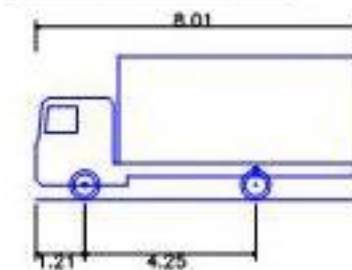
TAXI VEHICLE TRACKING

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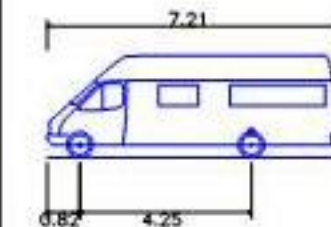
VEHICLE PROFILE



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	Client BRI PALMER GROUP	Checked By MS	Checked Date 28.07.17	Scale 1:200	Client Drawing No. -	PBA Drawing No. 045.0006.001	Revision -
Project Phase PRELIMINARY		Paul Basham Associates Ltd Lancaster Court, 8 Ramona Walk Road, Farnham, PO15 0TU 01429 945134 info@paulbashamassociates.com www.paulbashamassociates.com	Drawn By WF	Drawn Date 27.07.17				