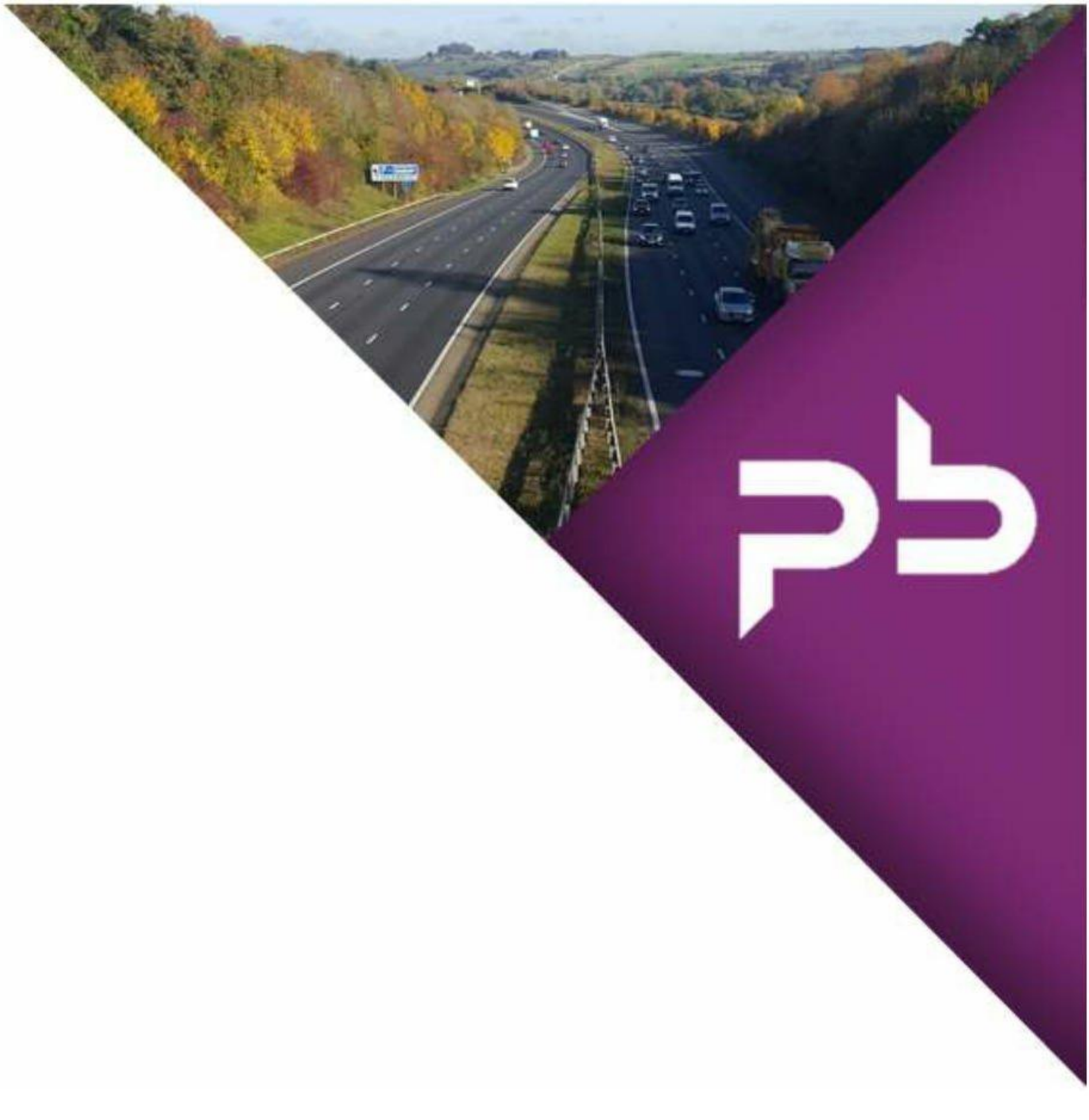

LONDON ROAD, PURBROOK

TRANSPORT STATEMENT

October 2017

McCarthy & Stone Ltd

RETIREMENT DEVELOPMENT
LONDON ROAD, PURBROOK

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

PB-Associates Document No:	047.0046/TS/4		
Status:	Original	*Copy No:*	

	Name	*Signature*	*Date*
Prepared by:	Jon Huggett	[redacted]	August 2015
Checked:	Karen Brisley	[redacted]	August 2015
PBA Approved:	Andy Bullock	[redacted]	August 2015

Revision Record					
Rev.	*Date*	*By*	*Summary of Changes*	*Chkd*	*Aprvd*
2	12.06.17	BW	Revised Scheme	JH	JH
3	14.08.17	SN	Revised Scheme	JH	JH
4	11.10.17	SN	Revised Scheme	JH	JH

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RETIREMENT DEVELOPMENT
LONDON ROAD, PURBROOK

TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone Ltd to support a planning application for the development of land at London Road, Purbrook, Waterlooville. The proposed development comprises 43 'Retirement Living' apartments and two small retail units, replacing a car retailer, roofing supplier and a garage. The application site is demonstrated in **Figure 1**, with the site layout included as **Appendix A**.

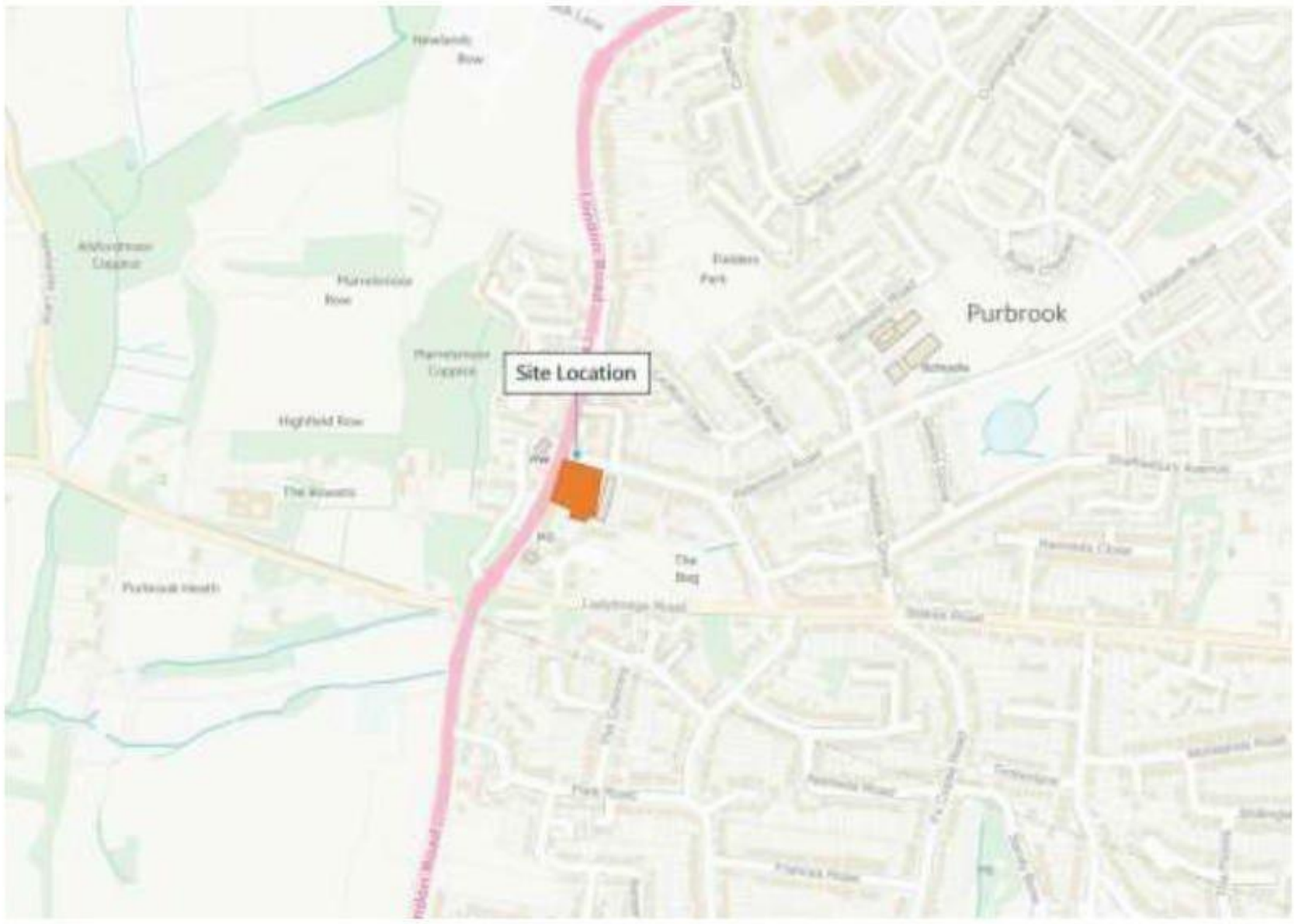


Figure 1: Site Location

1.2 The site was subject to a previous planning application by McCarthy & Stone, in which PBA were also involved. The application (reference APP/15/00896) was for a very similar scheme comprising 43 retirement apartments and two commercial/retail units and was approved on appeal in August 2016.

1.3 As part of the original refusal there was one highways reason given which stated, *'it has not been adequately demonstrated that the access and highway works associated with the London Road access and the parking spaces on Stakes Road would not result in harm to the amenity and safety of users of the highway.'*

1.4 Since December 2015, further information was provided by PBA in the form of a Highway Appeal Note, in which the main points raised were:

- The site access onto London Road was to remain as existing, and therefore no further works were required;

- No gate was to be provided and therefore there would be no associated impact on the operation of London Road;
- A Traffic Regulation Order (TRO) could be implemented on Stakes Road if required, although vehicle tracking of proposed bays demonstrates that all bays were able to be used without a TRO being necessary.

1.5 Following submission of the Highway Appeal Note the highways reason for refusal was removed. This report will therefore provide further details as outlined within the Highway Appeal Note, as well as details of the revised scheme which includes an updated 'Site Accessibility' section, Personal Injury Accident (PIA) data, accommodation schedule, car and cycle parking, visibility and access arrangements, servicing arrangements, trip generation assessments and traffic impact on the local road network.

2. EXISTING LOCAL CONDITIONS

Existing Site

2.1 The development site currently comprises a variety of commercial uses including a roofing supply merchants, a second hand car retailer and a car garage. The car garage and retailers are accessed from London Road via a vehicle crossover to the south west of the site. The roofing suppliers are accessed from Stakes Road via a bellmouth junction.

London Road

2.2 To the west of the site lies the A3 London Road which runs north/south connecting Purbrook and Waterlooville to Portsmouth in the south. In the vicinity of the site London Road is approximately 6m in width and features double yellow line parking restrictions. To the south of the existing site access on the eastern side of London Road a dedicated loading bay is provided along with a row of on-street parking bays. London Road is subject to a 30mph speed limit, and footways with a width of 1.5 to 2m are available on both sides of the carriageway.

2.3 Approximately 200m to the south of the site London Road forms a roundabout junction with Ladybridge Road. From this point south a dedicated bus lane provides regular services along the A3 into Portsmouth.

Stakes Road

2.4 To the north of the site lies Stakes Road, a residential road subject to a 30mph speed limit which is stopped up at the north western corner of the site preventing a vehicular connection to the A3. Footways with a width of between 1.5 to 2m are available on both sides of the carriageway.

Personal Injury Accident Data

2.5 Personal Injury Accident (PIA) data has been updated to assess the existing safety situation on the local road network. Patterns displayed in the data can be assessed with regards to the proximity, frequency and severity of incidents that have occurred that may require further in depth consideration. The PIA data has been collected for a period of 3 years from 2014 to 2016 and is summarised in **Figure 2**.

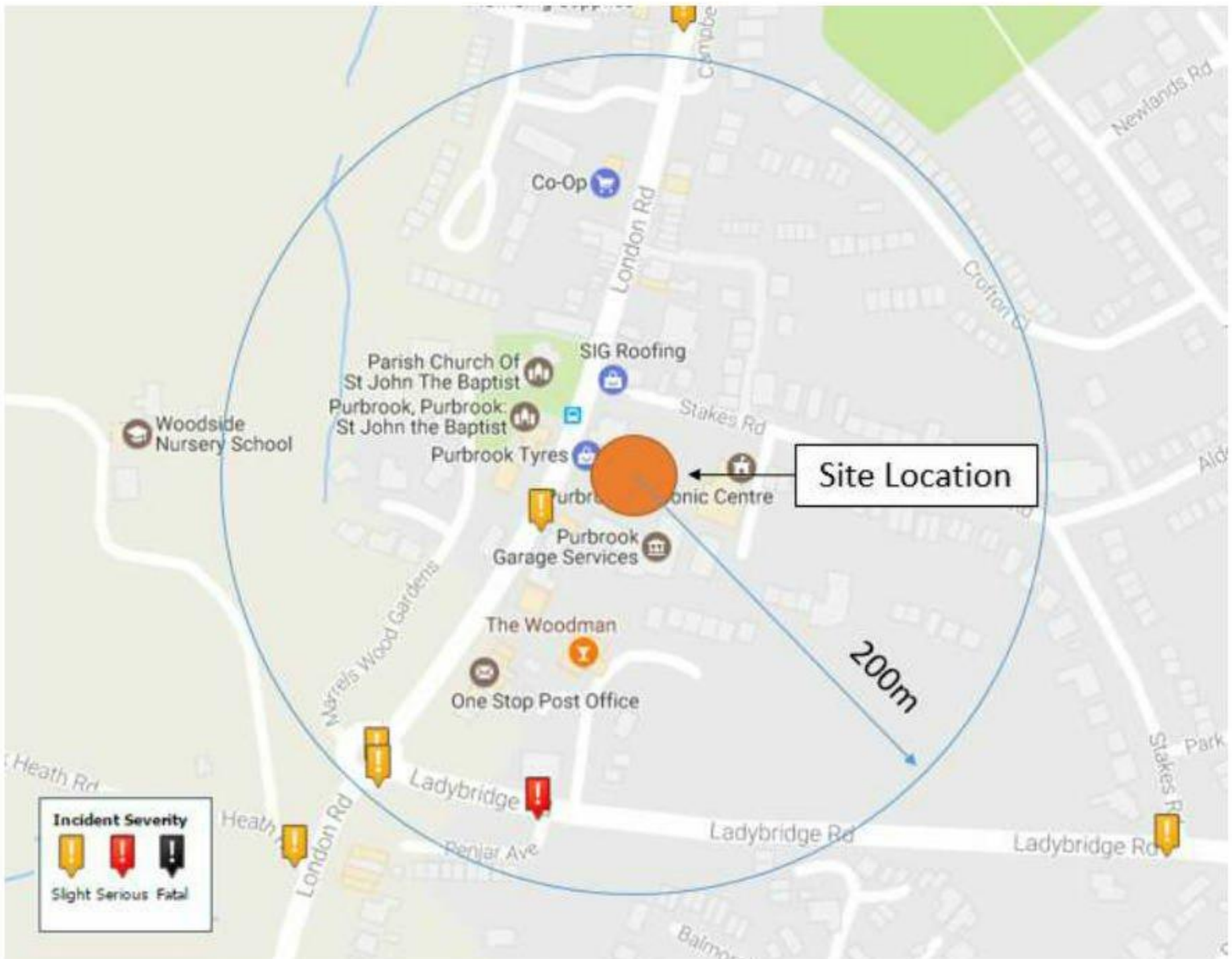


Figure 2: PIA Events in the Vicinity of the Site

2.6 The PIA investigation identified that three 'slight' accidents occurred within 200m of the site in the last three years and one 'serious' accident has also occurred. Two of the incidents which were classified as 'slight' occurred at the London Road/Ladybridge Road/Marrels Wood Gardens roundabout, whilst the remaining 'slight' accident occurred along London Road (A3) itself and the 'serious' incident occurred on Ladybridge Road. Given the high level of traffic on both the A3 and Ladybridge Road it is not considered that the above accident record demonstrates any issues with the safety of the local highway network.

3. SITE ACCESSIBILITY

3.1 The application site is located adjacent to a number of facilities and amenities on London Road, presenting an excellent opportunity to promote sustainable development. Facilities include a convenience store, a coffee shop, a post office, a pharmacy, a pub and a pair of bus stops. All of these facilities, along with a church and a second convenience store are within 200 metres of the site, comfortably within the 2km maximum distance identified as accessible on foot by The Chartered Institution of Highways and Transportation (CIHT).

3.2 Whilst 'site accessibility' was not considered a concern as part of the previous application, the following section ensures that all information is up-to-date for this revised application.

Pedestrian Infrastructure

3.3 As discussed previously footways of 1.5 to 2m are available on both sides of Stakes Road and London Road connecting the site to the local facilities. Although most local amenities are located on the same side of London Road as the site, a signalised pedestrian crossing is provided on its western boundary which provides a safe connection to shops and services to the north of the site, including a convenience store approximately 115m from the site.

Cycle Facilities

3.4 It is appreciated that, due to the nature of a majority of the proposed development, the end users of the site are unlikely to cycle to their destinations, although it is worth noting that London Road does incorporate advisory cycle lanes adjacent to the site which make the retail units more accessible by non-car modes for customers and staff.

Public Transport

3.5 The proposed development is well served by bus, with the nearest bus stop (southbound) located on the site boundary and the nearest northbound bus stop located opposite this (connected via the signalised pedestrian crossing). Both the southbound and northbound bus stop consists of a shelter with seating and raised kerbs to assist with mobility-impaired passengers.

3.6 The northbound bus stop is served by First Bus route no. 8 which runs from Clanfield in the north to Portsmouth (city centre and Gunwharf Quays) in the south with a frequency of 15 minutes on weekdays, and the southbound stop is served by a National Express bus which runs twice daily between Portsmouth and London. The site is therefore considered to have good public transport provision.

Rail Services

3.7 Cosham Rail Station is located approximately 3km from the development site which is approximately a 25 minute walk.

3.8 Cosham Rail Station is part of the Southampton to Portsmouth Line and runs direct services to both cities as well as to other local centres such as Fareham. Portsmouth and Southsea station (approximately 15 minutes from Cosham by train) provides connections to London and other regional centres throughout the south.

4. PROPOSED DEVELOPMENT

Accommodation Schedule

4.1 The proposals are to redevelop the site for 43 Retirement Living units (23 one-bed and 20 two-bed units) and two small retail units of 85.1sqm and 65.2sqm respectively. The proposed development will be accessed via the existing bellmouth on Stakes Road, which is currently used to provide access to the Builders Merchant. The site layout is provided in **Appendix A**.

Parking

4.2 The proposed development incorporates 30 parking bays, which would be allocated and used by residents of the proposed retirement living units, with two additional spaces provided for the proposed retail units.

4.3 The character of McCarthy & Stone developments is that there is lower car ownership and usage than general market apartments and different characteristic to standard 'sheltered housing'. Whilst a 'House Manager' will be on duty during office hours, unlike standard 'sheltered housing', there will be no other full time members of staff, and therefore typical parking conditions which may otherwise apply (with high levels of staff parking) do not in this case.

4.1 Since the previous scheme was submitted, Havant Borough Council have updated their parking standards, with the revised standards (Supplementary Planning Document (SPD): July 2016) providing advice, rather than standards, for 'Sheltered Housing'. This advice is as follows:

> *'Given the broad range of accommodation available and the resulting variability of parking requirements, parking will be considered on a site by site basis. A full assessment of parking should be provided.*
> *Note 3: Given the broad range of accommodation available and the varying needs of occupants the Council will consider the parking requirements of older people's housing on a case by case basis and will require a full assessment of individual needs to be submitted in the Design and Access Statement, Transport Assessment or other supporting information.*
> *Note 4: The assessment should be based on parking provision and parking need and should demonstrate how and where parking needs will be met throughout a 24 hour period. The performance of a comparable development should be provided where practicable….'*

4.2 Given the highly accessible location of the site, as discussed in **Section 3**, and the nature of the proposals as 'Retirement Living' units it is considered that the proposed level of parking is sufficient for this site and will not result in overspill parking onto the local highway network.

4.3 Parking surveys have been undertaken at McCarthy & Stone sites over a number of years to understand the specific needs of their residents and inform their future developments. The most recent study was undertaken in late 2016 which shows an average car ownership across such developments of 0.45 spaces per unit for residents, and 0.1 spaces per unit for visitors which, for a site such as this, would result in parking demand of 23 spaces. Therefore, with the nature of McCarthy &

Stone retirement living developments in mind it is considered that the proposed parking provision is sufficient to accommodate the anticipated level of parking demand on site and would not result in overspill parking on the local highway network.

4.4 McCarthy & Stone run an annual permit system, whereby residents obtain a permit for a particular car parking space upon buying a property. This ensures that any resident needing an accessible space for a wheelchair, for example, are able to do this, and that spaces are only given to those with a car.

4.5 As per the previous scheme, all parking bays within the proposed parking court will be provided at standard geometries of 2.4m x 4.8m with at least a 6m aisle width to allow sufficient space for manoeuvring. A revised tracking investigation of the car park has been undertaken, which demonstrates that cars can successfully manoeuvre within the site. This is shown in **Appendix C**.

4.6 It is proposed that 2 separate parking bays would be allocated to the retail units. This is considered to be suitable given the accessible nature of the site location and the existing public parking stock in the vicinity of the site.

Cycle Parking

4.7 As per the previous scheme, cycle parking will be provided in an internal combined cycle and mobility scooter store. The store measures 35.6m^2 and is therefore considered sufficient to accommodate demand for cycles and scooters based on other similar McCarthy & Stone schemes.

Access Arrangement

4.8 The site will utilise the existing bellmouth access onto Stakes Road and, as described in **Section 5** the site will see a reduction in light and heavy goods vehicles using this access and therefore it is expected that there will be no adverse impact resulting from the proposals. The existing access to the second hand car retailer and garage on London Road will be stopped up as part of the proposals.

4.9 The access measures 6m in width, with radii of 8m and is therefore more than sufficient to accommodate the type of vehicles proposed to be using the site as demonstrated in the tracking plans attached as **Appendix B**.

4.10 In accordance with Manual for Streets (MfS) guidance for a 30mph road, visibility splays of 2.4m x 43m would be required at the access. As Stakes Road forms a 'dead end' in the secondary direction, a visibility splay assessment has been undertaken to confirm the achievable visibility in this direction. This assessment indicates that a visibility splay of 2.4m x 43m is achievable in the primary direction, with a visibility splay of 2.4m x 38m (to the end of the road) achievable in the secondary direction. Visibility splays at the site access are demonstrated in **Appendix C**.

4.11 It should be noted that whilst on-street parking is available to the west of the site access, visibility splays are considered to be suitable in the secondary direction given that Stakes Road is not a through road and therefore vehicles would be travelling at low very speeds.

Servicing

4.12 It is proposed that the site access would form a turning head with Stakes Road, which would be used by site vehicles servicing the site. Swept-path analysis has been undertaken to ensure that a refuse vehicle can successfully turn within the turning head to be within 10m of the proposed bin store located adjacent to the access (to the east). This is included as **Appendix C**.

4.13 For the retail units either side of the access deliveries are proposed to take place using the existing loading bay to the south of the site on London Road.

5. TRIP GENERATION

Existing Trips

5.1 In order to provide an accurate assessment of the trip generation of the site, the existing trips generated by the car retailer and garage has been investigated using the latest TRICS (v.7.4.1) database. The following parameters were used, which are the same as those used previously:

Car Show Room	Vehicle Repair Garage	Roofing Supplier
'Car Show Rooms' Use Category	'Vehicle Services', 'Vehicle Repair Garage' Use Category	'Retail', 'Builder's Merchants' Use Category
480-4,000sqm GFA	330-2,000sqm GFA	600-5,000sqm GFA
Sites in England and Wales only	Sites in England and Wales only	Sites in England and Wales only
Surveys Monday-Friday only	Surveys Monday-Friday only	Surveys Monday-Friday only
Suburban Area, Edge of Town, Edge of Town Centre Locations only	Suburban Area, Edge of Town Locations only	Edge of Town, Edge of Town Centre Locations only

Table 1: TRICS Criteria

5.2 The resulting existing trip generation is shown in **Tables 2**, **3** and **4** and the full TRICS outputs are contained in **Appendix D**.

Car Show Room (450sqm)	Trip Rate (per 100sqm)	Trip Generation
AM	1.396	6
PM	1.074	5
12H	15.467	70

Table 2: Trip Generation for Car Retailer

Vehicle Repair Garage (550sqm)	Trip Rate (per 100sqm)	Trip Generation
AM	1.487	8
PM	2.027	11
12H	17.703	97

Table 3: Trip Generation for Car Garage

Builders Merchants (360sqm)	Trip Rate (per 100sqm)	Trip Generation
AM	1.653	6
PM	0.232	1
12H	15.912	57

Table 4: Trip Generation for Roofing Suppliers

Proposed Trips – Retirement Living Units

5.3 McCarthy & Stone retirement schemes generate unique trip rates that are not directly comparable to traditional nursing home / retirement developments, with the former designed to meet the needs of elderly residents who require only limited support to allow them to live a relatively independent life.

5.4 In order to provide an appropriate trip rate for the proposed development, traffic count surveys have been commissioned at comparable McCarthy & Stone sites, with the resulting data providing more

representative trip rates than available TRICS data sets. McCarthy & Stone's latest traffic counts and associated trip rates (late 2016) are summarised within **Table 5**. The relevant trip data extract form McCarthy & Stone independent research is attached within **Appendix E**.

Retirement Living (43 units)	Trip Rate	Trip Generation
AM	0.119	5
PM	0.157	7
12H	1.55	67

Table 5: Proposed Trip Generation (based on independent research completed by Dr Allan Burns)

5.5 The trip rate assessment indicates a peak period trip generation of 5 vehicle trips in the AM peak (0800-0900hrs) and 7 vehicle trips in the PM peak (1700-1800hrs), with 65 trips expected across a 12 hour day.

5.6 To ensure the proposed trip rate is realistic the above trip rates have been sensitivity tested against the latest TRICS database (v.7.4.1). As previously discussed, it is challenging to align the proposed development with a land use classification in the TRICS database. However, the "Retirement Flats" land use is considered the most representative of the McCarthy & Stone Retirement developments. The summary of this TRICS investigation is summarised in **Table 6** and the full TRICS outputs are contained in **Appendix D**.

Retirement Living (43 units)	Trip Rate	Trip Generation
AM	0.221	10
PM	0.143	6
12H	3.153	136

Table 6: TRICS Trip Rate Sensitivity Test

5.7 As in this case the TRICS investigation indicates that the TRICS data provides higher rates than McCarthy & Stone, the TRICS data will be used moving forward to provide a robust assessment.

Proposed Trips – Retail Units

5.8 For the anticipated trip generation for the retail units the latest TRICS database has been used to determine trip rates for 'Shopping Centre – Local Shops' uses in England and Wales, for sites up to 600sqm and in similar locations to the proposed development. These trip rates are summarised within **Table 7** and the outputs are attached within **Appendix D**.

Local Shops (150sqm)	Trip Rate (per 100sqm)	Trip Generation
AM	12.783	19
PM	16.349	25
12H	203.504	305

Table 7: Retail unit trip generation

5.9 Given the nature of the retail units a large number of trips generated by the these uses will be pass-by trips and as such will be vehicles not making a specific journey to the retail units themselves. The latest TRICS guidance states that the level of pass-by trips should be determined on a site-by-site basis, however the previous guidance noted that, for a site feeding onto a major arterial road, pass-by trips would be the major component. Despite its alignment and speed limit, London Road is a major link road connecting Waterlooville and areas to the north with Portsmouth and the M27 to the south. In addition the TRICS report also states that, for retail land uses "*in most circumstances 10% or less of the total trips are completely new*" and that "*the proportion of trips generally accepted to be non-primary* [linked trips] *is 30%*".

5.10 It should be noted, however, that the 30% figure covers weekends when the opportunity for pass-by trips is reduced when compared with AM and PM weekday peak periods, i.e. when commuting trips are at their highest. That said, in order to be robust a 30% discount has been applied for pass-by trips to the local centre for the AM and PM peaks and also across a 12 hour day. **Table 8** summarises the expected trip generation from the retail units with the 30% discount related to linked trips.

Local Shops (150sqm)	Trip Generation
AM	13
PM	17
12H	213

Table 8: Pass-by trip discount

Highway Impact

5.11 In order to inform the highway impacts of the proposed development, the net change in trips generated by the site has been considered and is shown in **Table 9**.

	Existing Trips	Proposed Trips	Net Change in Trips
AM	20	23	+3
PM	17	23	+6
12H	224	349	+125

Table 9: Net trip generation

5.12 The trip generation investigation has identified that the proposed development would result in a net increase of 2 trips on the local highway network in the AM peak hour and an increase of 6 trips in the

PM peak hour (one trip every 10 minutes). An additional 123 trips are expected to be generated across a 12 hour day, equating to 1 trip every c.6 minutes.

5.13 The proposed trip generation does not take into account the highly sustainable location of the development and proposed provision of a high quality pedestrian links and short distances to local amenities. Consequently, the traffic generation of the proposed development represents a worst-case scenario.

6. SUMMARY

6.1 This Transport Statement has been prepared by Paul Basham Associates on behalf of McCarthy and Stone to support a revised planning application for a development of 43 'Retirement Living' units and 2no. retail units at London Road, Purbrook.

6.2 The site is currently used by several commercial properties and is ideally located to maximise opportunities to travel by sustainable modes being well within the 2km CIHT recommended distance from local amenities.

6.3 The proposed development will be accessed using the existing bellmouth on Stakes Road, with the existing access onto London Road proposed to be stopped up. The proposals would result in a modest increase in trips undertaken by cars and would have a significant reduction in the use of light and heavy good vehicles. With this in mind it is therefore considered that there will be no highway or safety concern with the use of this access arrangement.

6.4 The proposed development will be serviced from Stakes Road, with servicing vehicles able to enter turn and exit the site in forward gear.

6.5 30 parking spaces are to be provided which falls above McCarthy & Stone's research indicating likely parking demand. Cycle parking is to be provided in tandem with mobility scooter storage as it is unlikely that any one resident will require both a cycle and a mobility scooter. In addition, 2 separate parking spaces would be provided to serve the proposed retail units.

6.6 The proposed trip generation investigation identified that the proposed development would result in a slight increase in trips on the local highway network in the AM and PM Peak hours, and an increase of c. 1 trip every 6 minutes across a 12 hour day. The number of trips anticipated to enter the site via the access on Stakes Road, would be a modest increase in comparison to the existing conditions, particularly when considering that the number of light and heavy vehicle trips would be significantly reduced.

6.7 This Transport Statement has demonstrated that the proposed development will not have a significant impact on the operation or safety of the local road network. We would therefore encourage Hampshire County Council to look favourably upon the highway considerations of this application.

Appendix A

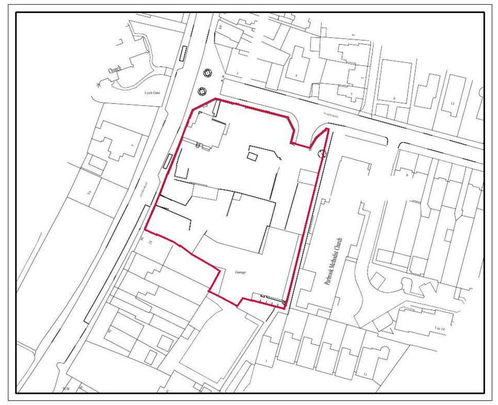
GENERAL NOTES:

1. This drawing is to be read in conjunction with all relevant architects, structural engineers, mechanical & electrical engineers and specialists drawings / specifications.
2. Any discrepancies in dimensions or details between the various drawings should be reported immediately.
3. All dimensions are in millimetres and all levels are in metres.
4. Do not scale from this drawing, if in doubt ASK

Rev.	Description	Date	Drn	Ch'd
A	Preliminary issue	02.08.17	RL	DK
B	Alternative draft option	04.08.17	RL	DK
C	Alterations due to client comment	10.08.17	RL	EG
D	Amendments to co-ordinate plans	23.08.17	RL	DK
E	Co-ordination with consultants	05.09.17	RL	EG
F	Amendments due to client comment	06.09.17	RL	EG
G	Minor amendments due to co-ordination	07.09.17	RL	
H	Co-ordination with consultants	14.09.17	RL	EG
J	Amendments due to client comment	28.09.17	RL	EG
K	Amendments due to client comment	04.10.17	RL	EG

LEGEND

- 1 Bedroom Units (23 no.)
- 2 Bedroom Units (20 no.)
- Retail Units (2 no.)
- 32 no. Parking Spaces



SITE LOCATION PLAN SCALE 1:1250

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McCarthy & Stone
Later Life. Greater Life

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PROJECT
38-44 LONDON ROAD, PURBROOK

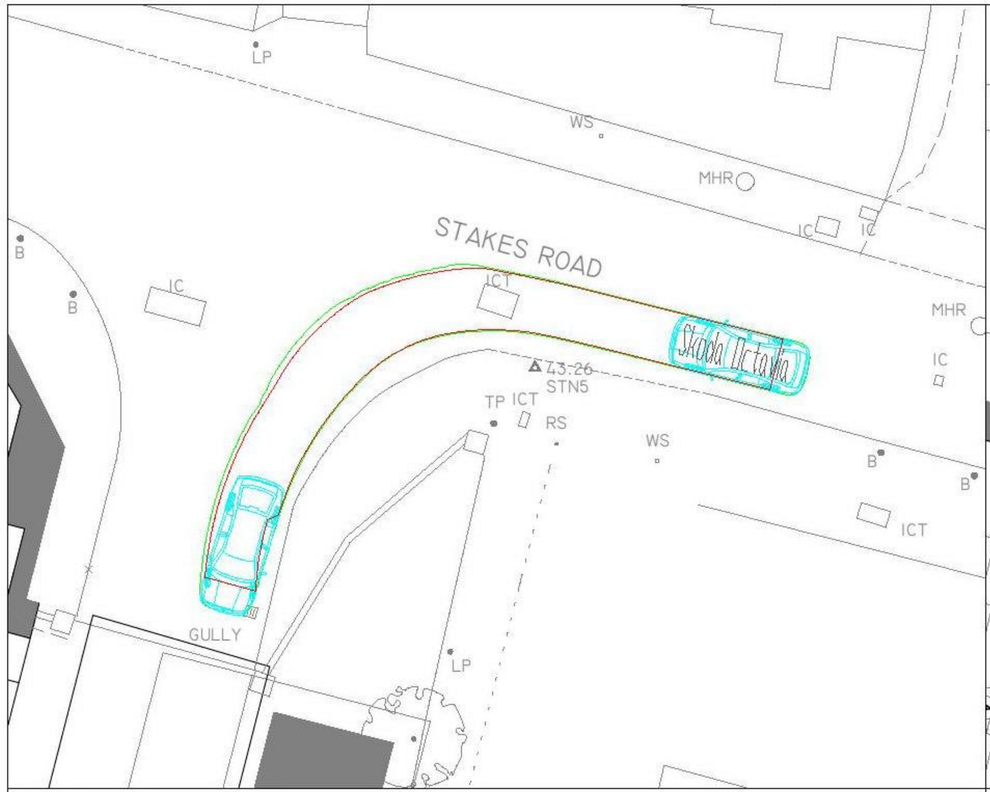
DRAWING TITLE
Site Plan & Ground Floor Plan

Date	Drawn by	Scale		Rev.
Aug 2017	RL	1:200	A1	K

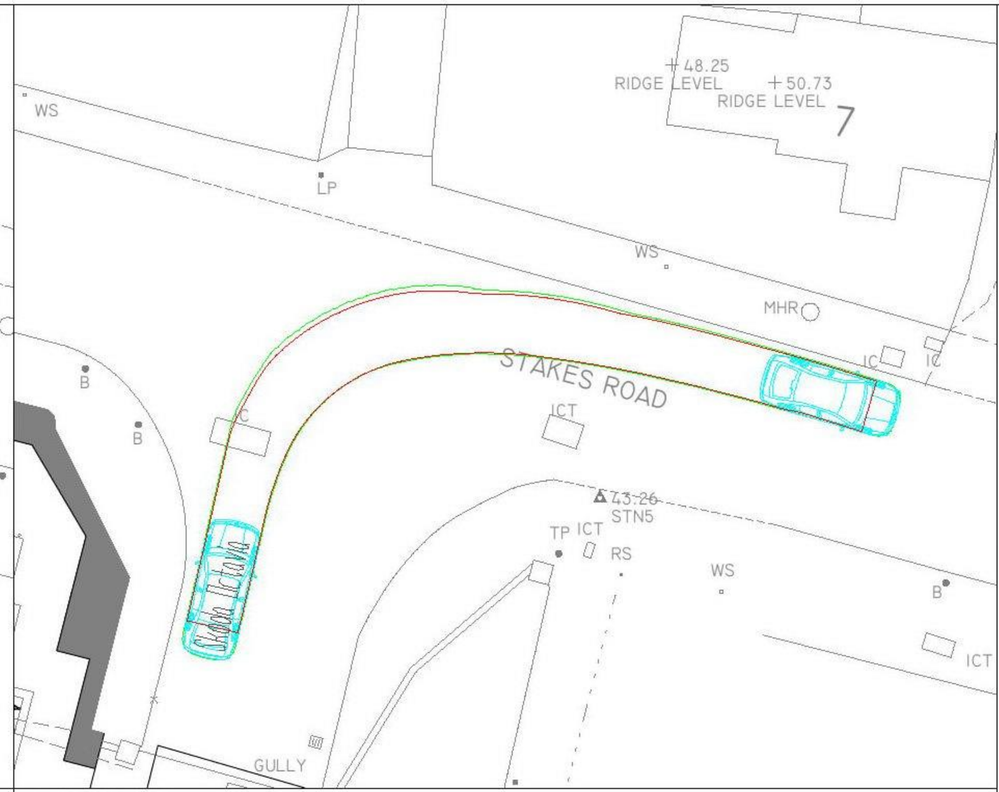
Drawing No.
SO-2168-03-AC-200

architecture planning design project management

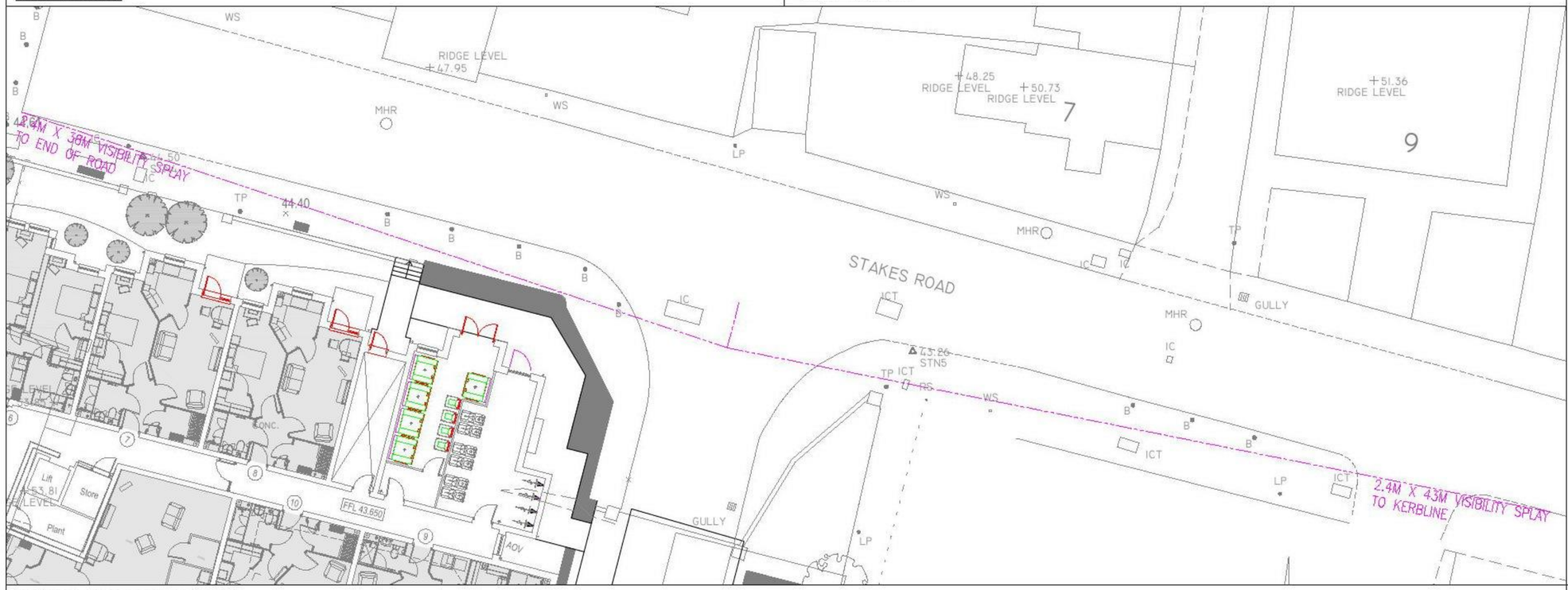
Appendix B



SITE ACCESS



SITE EGRESS



ACCESS VISIBILITY SPsplays

GENERAL NOTES

1. THIS DRAWING IS INTENDED TO BE VIEWED IN COMBINATION WITH ALL RELEVANT ARCHITECTS, ENGINEERS, SERVICES AND SPECIALIST DRAWINGS AND SPECIFICATION.
2. ANY VARIATIONS OR DISCREPANCIES BETWEEN THESE DRAWINGS IN TERMS OF DIMENSIONS OR DETAILS SHOULD BE DRAWN TO THE ATTENTION OF THE ARCHITECT AND/OR THE ENGINEER FOR CLARIFICATION.
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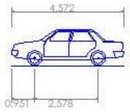
6. THE PRIMARY DIRECTION VISIBILTY SPLAY HAS BEEN MEASURED TO 2.4M X 43M IN ACCORDANCE WITH MANUAL FOR STREETS GUIDANCE FOR A 30MPH ROAD.
7. VISIBILTY IN TE SECONDARY DIRECTION AS BEEN MEASURED TO THE END OF THE ROAD. .

VEHICLE PROFILE



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

NORTH

Rev	Description	Date	By	Chkd
A	REVISED SCHEME	15.08.17	SN	JH

Project Name	Title	Client	Checked By	Checked Date	Scale	
LONDON ROAD PURBROOK	SITE ACCESS TRACKING AND VISIBILITY SPLAYS	McCarthy & Stone	JH	21.06.17	1:250	(AT A3 SIZE)
Project Phase: PRELIMINARY			Drawn By: SN	Drawn Date: 20.06.17	Client Drawing No.: -	PBA Drawing No.: 047.0046.007 / Revision: A

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