



Hayling Billy, Hayling Island

Transport Statement

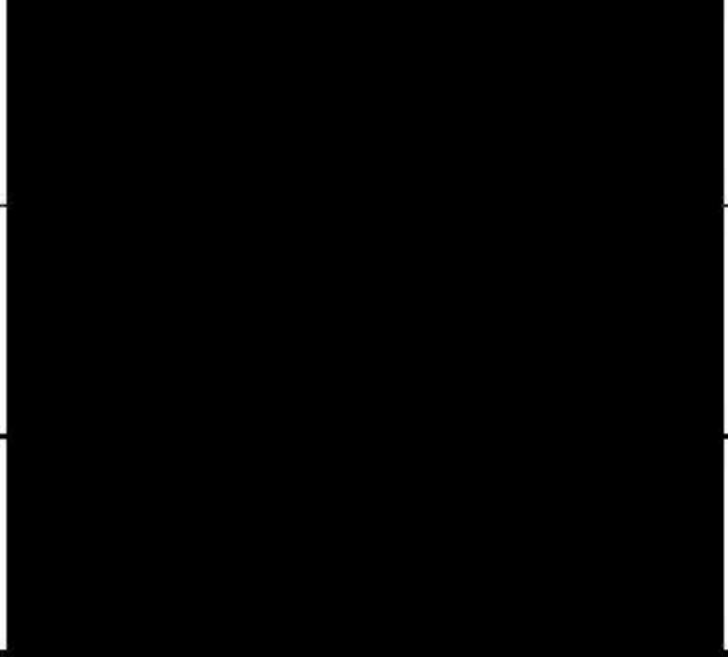
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McCarthy & Stone

 **paulbasham**
ASSOCIATES
www.paulbashamassociates.com

**RETIREMENT LIVING DEVELOPMENT
HAYLING BILLY, HAYLING ISLAND**

TRANSPORT STATEMENT

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McCarthy & Stone
South West House
Embankment Way
Ringwood
BH24 1EU



Paul Basham Associates Ltd
Lancaster Court
8 Barnes Wallis Road
Fareham
Hampshire
PO15 5TU

RETIREMENT LIVING DEVELOPMENT HAYLING BILLY, HAYLING ISLAND

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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 a Retirement Living development comprising 33 apartments at The Hayling Billy Pub, Elm Grove, Hayling Island. The pub permanently closed in January 2016 and the site location is demonstrated in **Figure 1**.



Figure 1: Site Location

- 1.2 The scope of this TS reviews site accessibility and planning history, proposed accommodation schedule, car and cycle parking requirements, visibility and access arrangements, servicing arrangements, proposed trip impact on the local road network and draws conclusions from the assessment.

2. EXISTING CONDITIONS

Site and Surroundings

- 2.1 The proposed development is currently unused following the closure of the Hayling Billy Pub in January 2016. The pub was accessed directly from both Elm Grove and St Mary's Road.
- 2.2 The existing site provides a total of 52 car parking spaces, with 31 (60%) accessed through Elm Grove and 21 (40%) accessed through St Mary's Road.
- 2.3 The land immediately to the north of the application site is occupied by a mix of residential and retail units, whilst a public car park occupies land south to the south. To the east a parade of shops are located on Elm Grove providing a number of services and amenities including restaurants, local stores, places of worship and a library. St Mary's Road runs to the west of the proposed application site and is a predominantly residential road.
- 2.4 Elm Grove has a carriageway width of approximately 6.5m, and is subject to a 30mph speed limit, double yellow lines run the length of the carriageway restricting on street parking.
- 2.5 St Mary's Road has a carriageway width of approximately 4.8m, and is subject to a 30mph speed limit. Parking on St Mary's Road is prohibited by double yellow lines running the length of the carriageway on both the western and eastern edges. Existing conditions on St Mary's Road can be observed in **Photograph 1**.



Photograph 1: Conditions on St Mary's Road

Pedestrian Infrastructure

- 2.6 Pedestrian infrastructure surrounding the site is of a good standard, with footways along both sides of Elm Grove and St Mary's Road providing a continuous pedestrian link to the shops and facilities to the south, which are within walking distance (approximately 270m). The majority of these facilities are located on Elm Grove, and include banks, cafes/ restaurants, and retail outlets.
- 2.7 In addition, a zebra crossing with associated tactile paving, and dropped kerbs is situated on the site boundary on Elm Grove as shown in **Photograph 2**.



Photograph 2: Pedestrian Infrastructure on Elm Grove

- 2.8 An existing footpath, shown in **Photograph 3**, which runs between the application site and the public car park to the south is to be retained allowing for good pedestrian accessibility to an array of amenities and services.



Photograph 3: Footpath to the South of the Site

Cycle Network

- 2.9 The local highway network is conducive to cycling activity with level topography. National Cycle Route 2 runs approximately 1.2km west of the proposed application site, and connects Hayling Island to Portsmouth via a ferry connection. Local cycle routes are demonstrated in **Figure 2**, with green coloured routes representing off road facilities, purple coloured routes representing on route cycle facilities and the red circle representing the site location.

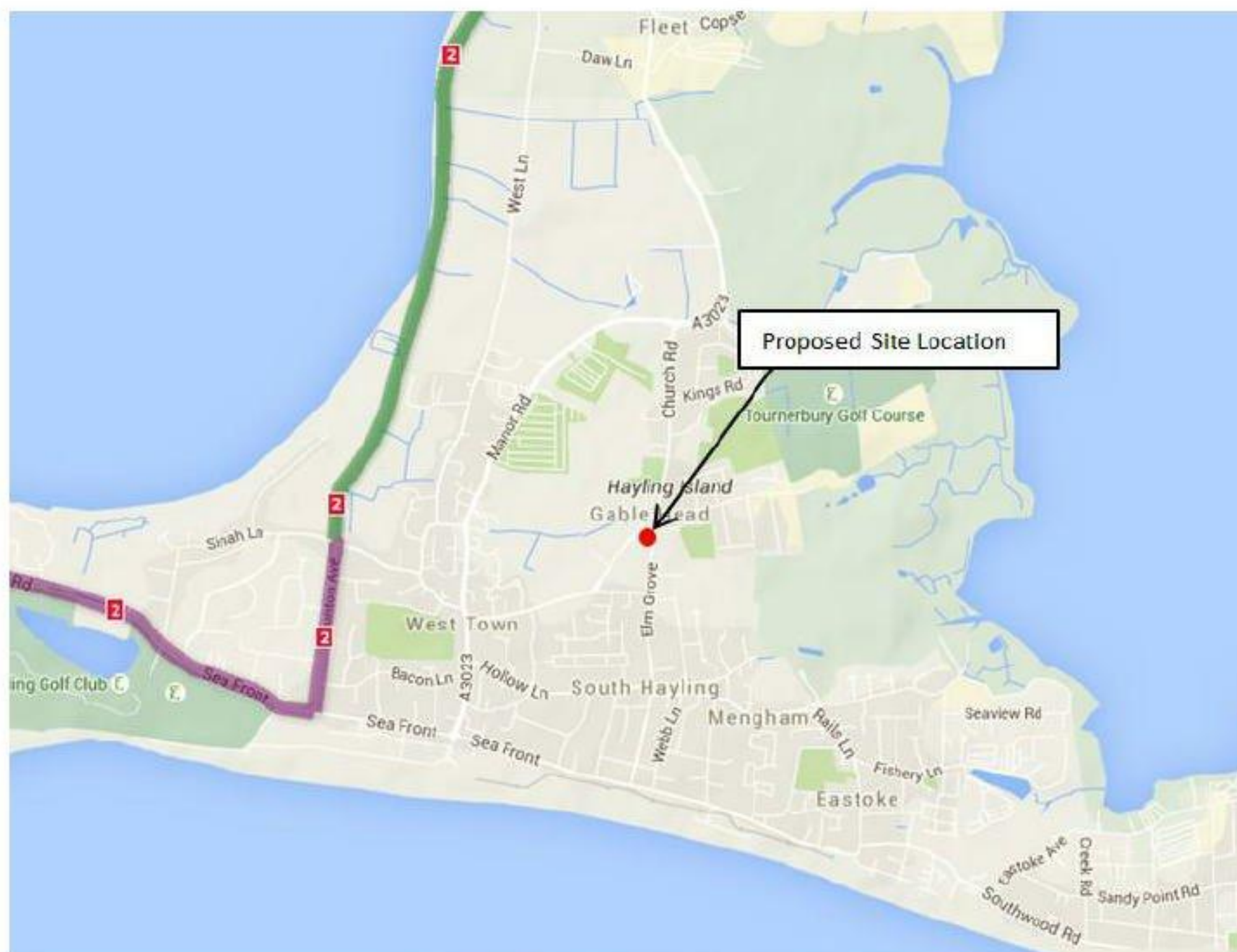


Figure 2: Local Cycle Routes
(extract from www.sustrans.co.uk)

Bus and Rail Links

- 2.10 The closest bus stop is located approximately 165m north of the proposed site access on Church Road; additional stops are located east of the application site on Elm Grove at the Co-Op store. The bus stop on Church Road provides good facilities with a sheltered area and seating demonstrated in **Photograph 3**. A summary of the most frequent local services from the bus stop on Church Road are demonstrated in **Table 1**.

Service Number	Operator	Summary of Route	Frequency
30	Stagecoach	Havant- Hayling Island- Purbrook	Every 30mins Mon-Sat Every Hour Sunday

Table 1: Local bus services summary

- 2.11 The proximity of bus stops and the combination of services results in the site benefiting from good opportunities for sustainable travel choices.



Photograph 4: Church Road Bus Stop

Personal Injury Accidents

- 2.12 Analysis of Personal Injury Accident (PIA) data between 2011 and 2014 reveals a low recurrence of comparable types of incident, a total of 5 'slight' incidents in the vicinity of the site. The PIA data therefore does not indicate any specific highway concerns that would worsen as a result of the development, or pose a highway safety concern for future site users. The PIA data is demonstrated in **Figure 3**.



Figure 3: PIA data within the vicinity of site (2011-2014). Retrieved from www.crashmap.com

- 2.13 Overall, the site is ideally located for a sustainable form of retirement development.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises 33 Retirement Living apartments (16 x 1 bedroom and 17 x 2 bedroom) with associated parking and access being taken from St Mary's Road. The proposed site layout is provided in **Appendix A**.

Parking Provision

- 3.2 McCarthy & Stone 'Retirement Living' developments are designed to meet the needs of elderly persons who require an element of support but live a relatively independent life. The apartments will be overseen by a single onsite manager who works full time.
- 3.3 For this reason parking demands at McCarthy & Stone Retirement Living developments do not correlate with traditional car parking standards for retirement apartments or accommodation for the elderly.
- 3.4 As a result in order to analyse the provision of parking spaces the proposed scheme has been compared to previously consented Retirement Living McCarthy and Stone schemes across the UK. This provision has been compared in **Table 2** with Havant Borough Council's own parking guidance indicated in the 'Residential Parking and Cycle Provision SPD' for Sheltered Housing and Nursing and Rest Homes, as well as Dr Allan Burns' research on consented McCarthy and Stone schemes across the UK.

Housing Type	Guidance	Suggested Provision	Proposed
HBC Sheltered Housing	1 space per unit	33	23
HBC Nursing and Rest Homes	1 Space per 4 residents + 1 per staff member	14	
Dr Allan Burns Independent Research	0.436 (worst case)	14	

Table 2: Parking Requirements and Provision

- 3.5 It is also noted that within the appeal documents for a similar retirement living scheme on Elm Grove, approximately 55m south of the proposed development (application APP/15/00950), the Planning Inspectorate accepted a parking provision of 0.4 spaces per unit. The parking provision demonstrated in **Table 2** indicates a provision of 0.69 spaces per unit, exceeding this provision.

- 3.6 As shown in **Table 2** the proposed parking provision falls below the required provision for Sheltered Housing, however Havant Borough Council state that where developments have minimum age requirements it is considered acceptable and appropriate that a reduced parking requirement should apply. The proposed provision is however greater than the number identified by Dr Allan Burns' Independent Research and given the nature of the development and its highly accessible location, with large levels of public parking adjacent to the development and parking restrictions on both Elm Grove and St Mary's Road, this provision is considered acceptable.
- 3.7 All parking spaces would be provided at standard geometries of 2.4m x 4.8m, with at least a 6m aisle width to allow sufficient room for manoeuvring. This is demonstrated in a vehicle tracking exercise of the car parking spaces, included as **Appendix B**.
- 3.8 The proposed development incorporates a mobility buggy storage and charging area/ cycle store, which would satisfy any resident visitor or house manager demand. McCarthy & Stone continually monitor cycle and mobility buggy demand to ensure that the appropriate form of storage is provided.

Existing Trip Generation

- 3.9 In order to quantify the traffic generation from the public house use (with the pub having recently closed) the national database for trip rate analysis TRICS has been consulted for 'Pub/Restaurant' in Edge of Town, Suburban and Neighbourhood Centre locations outside of Scotland, Ireland, and Greater London. Due to the operating hours of such developments, the AM peak period (0800-0900) has not been assessed as this period would generate no trips. A summary of the results of this TRICS analysis is presented in **Table 3**, with the full outputs attached as **Appendix C**.

TRICS v7.2.4	PM Peak (1700-1800)	12 Hours
Pub/Restaurant Trip Rate (per 100 sqm)	8.094	65.009
Pub/Restaurant Trip Generation (420 sqm)	34	273

Table 3: Existing Trip Generation

- 3.10 The pub trip generation is calculated at 273 daily trips with 34 trips at the PM peak. Of the 273 daily trips it is expected that 40% of these trips are from the St Mary's access, equating to 109 trips per day. The remaining 60% of trips would be via the Elm Grove access equating to 164 vehicles trips a day. This is based on the 40/60% split of car parking between the two car parks, as identified previously within this report.
- 3.11 As a result of the proposed development, the Elm Grove access would be stopped up, with access from the St Mary's Road access only.

Proposed Trip Generation

- 3.12 Given the specific nature of McCarthy & Stone's 'Retirement Living' developments, traffic count surveys were commissioned at their comparable sites to establish a more representative trip rate than that provided in the TRICS data sets. The relevant trip data extracted from McCarthy & Stone's independent research is attached within **Appendix D** and applied to the proposed development within **Table 4**.

	AM Peak (0800-0900)	PM Peak (1700-1800)	12 Hours
Retirement Living Trip Rate	0.106	0.10	1.66
Retirement Living Trip Generation (33 Units)	3	3	55

Table 4: Proposed Trip Generation

- 3.13 The independent research demonstrates the site would generate 55 trips over a 12 hour period from the proposed development generating an average of 5 trips per hour, with 3 trips during the AM (0800-0900) and PM (1700-1800) peak hours.

Existing Development	
Elm Grove Access	St Mary's Access
164 Daily Trips	109 Daily Trips
Proposed Development	
Elm Grove Access	St Mary's Access
0 Daily Trips	55 Daily Trips
Net Impact	
-164 Daily Trips	-54 Daily Trips

Table 5: Net Trip Generation

- 3.14 As demonstrated in **Table 5** the proposed development would reduce the number of daily vehicle trips from the Elm Grove access by 100% given that this access is to be stopped up. The trip rate assessment indicates that daily trips at the St Mary's access will be reduced by 50% or 54 trips should the proposed development come forward.

Access and Internal Layout

- 3.15 The only site vehicular access is taken from St Marys Road in the form of a 4.5m access road, through a bellmouth arrangement with 3m radii.
- 3.16 Visibility from the access on St Mary's Road is achievable to 43m in the secondary direction. Visibility in the primary direction is partially obscured by a tree located on the highway verge approximately 2m from the existing access as shown in **Photograph 5**.



Photograph 5: St Mary's Access Primary Visibility

- 3.17 This is an existing access and, as demonstrated, the number of trips using the access will be lower as a result of the proposed development. In addition PIA analysis indicates no existing highway safety concerns on St Mary's Road.
- 3.18 The existing access is proposed to be narrowed in order to move the point of egress slightly to the south; this will improve visibility in the primary direction. It is likely that vehicles departing the proposed development will exercise greater caution when turning out of the access edging out slowly to avoid any potential for conflict at this point. In summary visibility from the proposed access point is considered acceptable given the lower trip rates from the existing access and the accident history on St Marys Road.
- 3.19 A pedestrian/ mobility buggy access is proposed from the eastern boundary of the site onto Elm Grove providing immediate access from the site to the local centre encouraging walking trips to the local shops and amenities on Elm Grove.

Servicing

- 3.20 Refuse servicing will take place from the Elm Grove roadside in keeping with the existing arrangements for units on Elm Grove. The refuse store access will be located 6m north of the pedestrian crossing on Elm Grove to avoid any potential conflict between pedestrians and refuse vehicles.

4. SUMMARY & CONCLUSIONS

- 4.1 This Transport Statement (TS) has been prepared by Paul Basham Associates (PBA) on behalf of McCarthy & Stone Ltd to support a planning application for a 'Retirement Living' development comprising 33 apartments at the former Hayling Billy Pub, on Hayling Island.
- 4.2 The application site is within a highly accessible location with good sustainable travel opportunities available to future residents. An assessment of PIA data in vicinity of the site 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.
- 4.3 Vehicular trip rates for the proposed development have been identified using McCarthy & Stone's independent research into their previous schemes. It has been calculated that the development would generate 55 vehicle trips per day, a reduction of 218 trips compared to the previous development on this site. The impact of the development on the capacity of the local road network will therefore be minimal.
- 4.4 Parking provision for the development has also been informed by McCarthy and Stone independent research from consented 'Retirement Living' developments across the UK. A total of 23 spaces are proposed with suitable geometries in accordance with Manual for Streets. This provision is considered sufficient to meet all resident, visitors and house manager demand given the highly accessible nature of the site and the potential for sustainable travel.
- 4.5 The proposed development would utilise an existing access onto St Mary's Road, with adjustments being made to narrow the width of the bellmouth. Whilst primary direction visibility is partially obscured this is considered acceptable given the reduction in the number of trips generated through this access and no accident history on St Marys Road.
- 4.6 Refuse collection will take place from the Elm Grove roadside in keeping with the existing arrangements for other units on Elm Grove.
- 4.7 This Transport Statement has demonstrated that the proposed development would not have a severe impact upon the local road network, with a reduction in trips generated by the site in comparison to the previous development on this site. We would therefore encourage Havant Borough Council to look favourably upon this application with regards to highways.