

A Planning Application by  
**BROCKHAMPTON DEVELOPMENTS LIMITED**

In respect of  
**Park Road South  
HAVANT**

## Transport Statement

2412-009/TS/01 | January 2025



## Document Management

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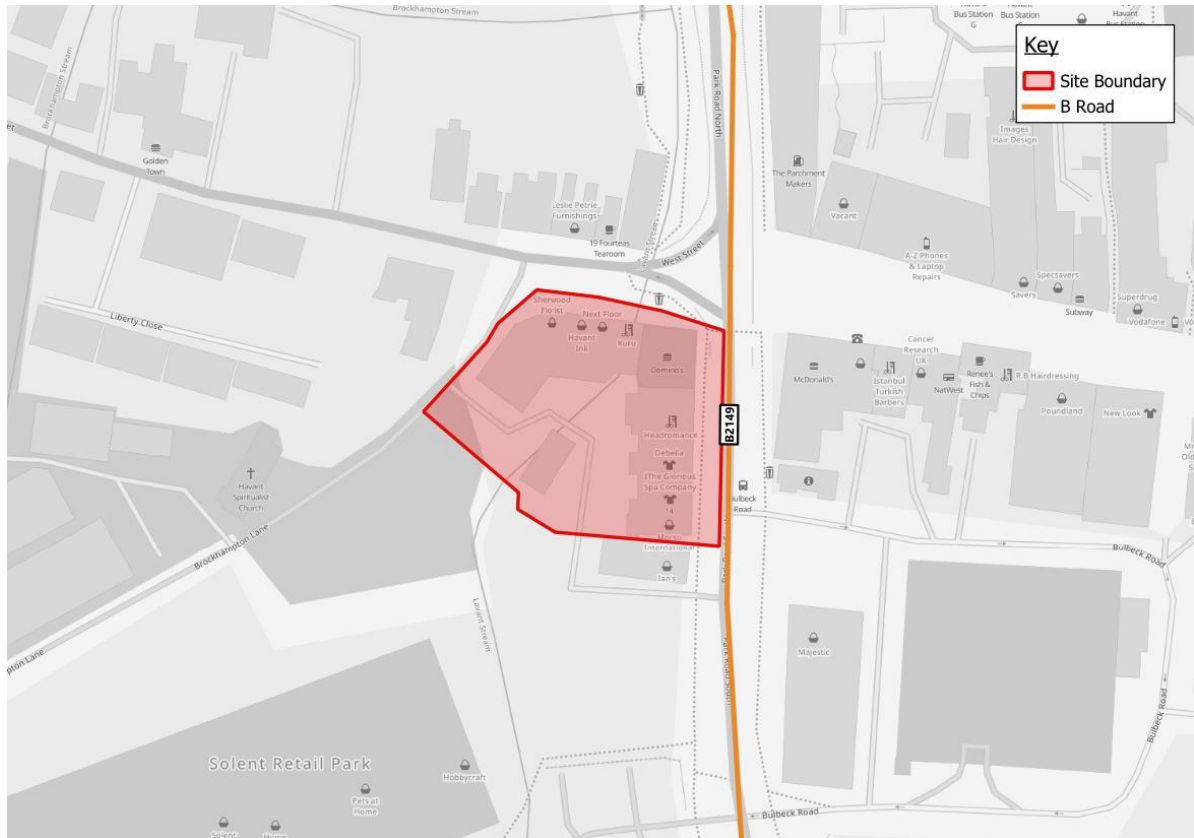
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# 1 Introduction

- 1.1 Transport Planning Associates has been instructed by Brockhampton Developments Limited to prepare a Transport Statement to support their permitted development application for the construction of 24 apartments above the existing commercial units at Park Road South in Havant Town Centre. The site location is shown in Figure 1.1.

**Figure 1.1 Site location**



- 1.2 The proposals involve an upward extension of the existing buildings on site, creating new second and third floors, plus the provision of new refuse and cycle storage facilities.
- 1.3 This report sets out the development proposals, their accessibility via sustainable modes of transport and compliance with highways related planning policy.

## 2 Accessibility and local amenities

- 2.1 The site is located within the defined Town Centre and therefore has access to a wide range of amenities, within walking or cycling distance and has easy access to rail and bus hubs.
- 2.2 The site benefits from access to a wide range of local amenities, including (but not limited to) the following:
- Bank - on site
  - Florist - on site
  - Flooring shop - on site
  - Hair dresser - on site
  - Pharmacy - 140m
  - Retail parks - 200m to south west & 250m to north
  - Tesco superstore - 250m
  - Gym - 360m
  - GP surgery - 380m
  - Junior school - 540m
  - Nursery - 560m
  - College - 590m
  - Secondary school - 1,100m

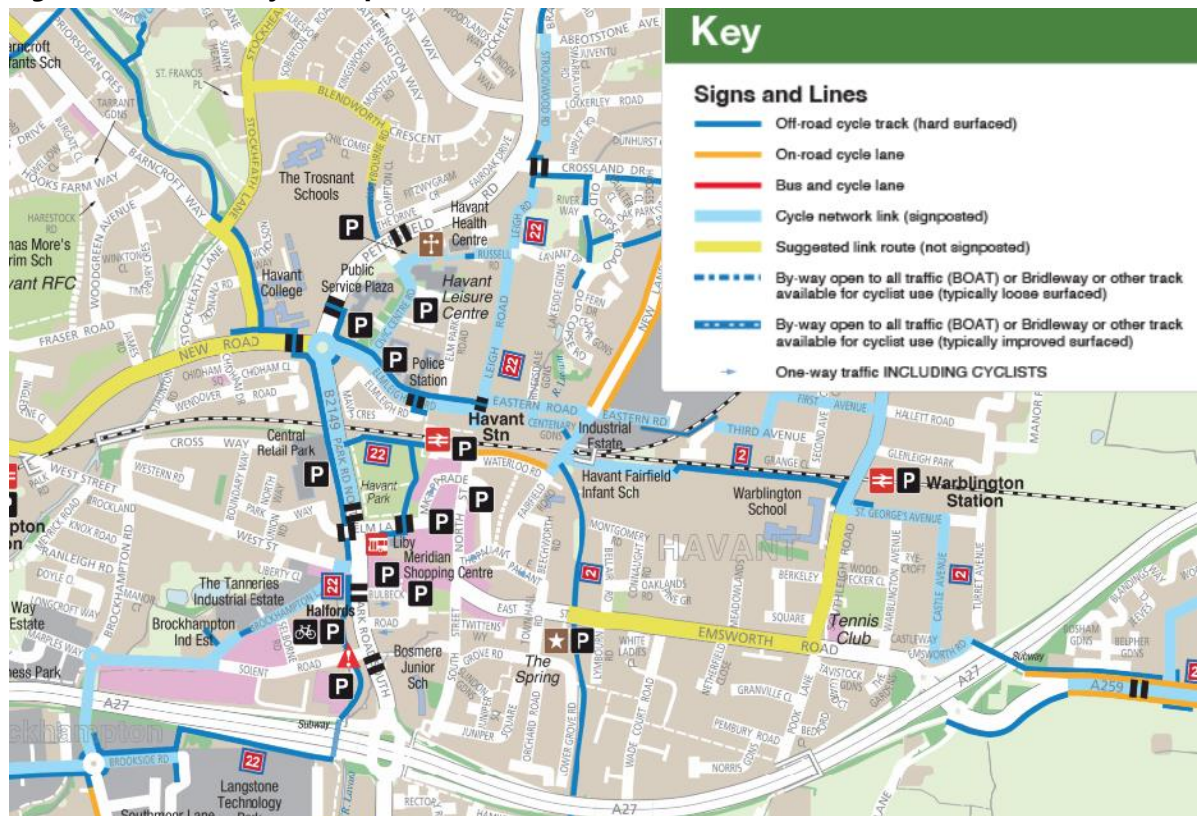
### Pedestrian access

- 2.3 Footways between 3.5m and 6m wide are provided along the northern and eastern frontages of the site, with a narrower, circa 1.5m wide footway provided along the western frontage, on Brockhampton Lane.
- 2.4 A traffic signal controlled pedestrian crossing is provided immediately adjacent to the site on Park Road South. A 7.5m wide informal crossing with dropped kerbs, tactile paving and a raised table is provided immediately adjacent to the site on West Street.
- 2.5 Pedestrian crossing facilities are provided at the western and eastern arms of the traffic signal controlled junction between Park Road South / North, Park Way and Elm Lane, 90m north of the site.
- 2.6 West Street, to the east of the site, is pedestrianised and provides access to various retail / commercial units.

## Cycle access

- 2.7 An off road cycle track (route 22) runs past the site, connecting to Langstone Technology Park to the south, then heading west to Harts Farm Industrial Estate and Broadmarsh Open Space. To the north the route provides access to Central Retail Park, Havant College and Havant Rail Station. An extract from the local cycle map is provided as

**Figure 2.1 Local cycle map**



## Public transport

- 2.8 The nearest bus stops are located on Park Road South, with a southbound stop located immediately opposite the site and a northbound stop 100m to the south. Havant bus station is located a 160m walk northeast of the site.
- 2.9 Ten bus routes are available from the local stops and bus station, providing over 20 services per hour, allowing future residents high frequency access to a wide range of local and further afield destinations. A bus network map for the local area is provided at **Appendix A**.
- 2.10 Havant rail station is approximately a 7 minute walk (450m) from the site. The station provides services to London, Portsmouth, Southampton, Brighton and other local stations.

### 3 Planning policy

#### National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF), updated in 2023, sets out the Government's planning policies for England and the application thereof, providing a framework within which local authorities can produce plans for development.

3.2 The NPPF defines a sustainable transport mode as follows:

*"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport" (annex 2, p. 76)*

3.3 Regarding sustainability, it states that:

*"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs" (para 7).*

3.4 Regarding transport assessments/statements and travel plans, it states that:

*"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed" (para 117).*

3.5 According to the NPPF, applications for development should, inter alia:

*"a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*



*c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

*d) allow for the efficient delivery of goods, and access by service and emergency vehicles;*

*e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

*[...]” (para 116).*

3.6 Considering development proposals:

*“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe” (para 115).*

3.7 As described in Chapter 2, the site lies in a location with options to travel via sustainable methods of transport and the scheme will be providing minimum car parking provisions in line with local standards as well as recommendations and prescriptions included in the NPPF.

## **Havant Borough Council Core Strategy**

3.8 Havant Borough Council is working with the local community and its partners to produce the Havant Borough Local Development Framework (HBLDF). The HBLDF will guide the future development of the borough up to 2026. This will affect everyone who lives, works or visits the borough.

3.9 Within Policy DM11 the council aims to promote sustainable travel modes and non-motorised modes by implementing various measures. These include securing interventions that promote integrated travel and access by non-motorised modes, providing safe and secure vehicular and cycle parking facilities, improving public and community transport infrastructure, reducing informal parking around the development area, and designing new developments with safe and permeable layouts that encourage short distance trips by walking, cycling, and public transport.

3.10 In relation to development impacts on travel, Policy DM12: Mitigating the Impacts of Travel states that:

*“Developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:*



- 1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.*
- 2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.*
- 3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.*
- 4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.*

- 3.11 Policy DM13 states that residential development can only be approved if it includes car parking and cycle storage facilities that meet the standards outlined in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

### **Havant Borough Council, Parking: Supplementary Planning Document (2016)**

- 3.12 The most relevant sections of the SPD to car parking for the development proposals are paragraphs 3.03, 3.05 and 3.06, which are set out below in turn:

*"3.03 Havant Town Centre is the most accessible part of the Borough with the widest choice of shops, services and public transport options. The town Centre provides a wide range of shops and services, including supermarkets, which lessen the need for individual travel. Havant train station serves the widest variety of routes in southeast Hampshire, linking to Portsmouth, Southampton, Brighton and London. Havant Bus Station is one of the most well-served bus stations in Hampshire, providing services across the Borough, to Portsmouth, Chichester and beyond"*

*"3.05 Proposals within Havant and Waterloo Town Centres, as defined in the Havant Borough Local Plan 2036, may be suitable for a lower level of car parking provision compared to the rest of the Borough. Given its comparatively higher level of accessibility, zero parking development schemes could be considered suitable in Havant Town Centre if supported by appropriate evidence"*

*"3.06 On any site where a reduced level of parking provision is considered justified by the Local Planning Authority, the design and layout of the development must include a sufficient*

*space for servicing, emergency services and medical personnel to park, loading and drop off, courier and supermarket deliveries. This should be provided as a single space, the size of which is related to the scale of the proposed development."*

3.13 With respect to cycle parking, paragraph 6.1 of the SPD states:

*"Overlooked, well lit, secure and undercover cycle parking facilities should be incorporated into any developments that have the potential to attract cyclists. Cycle parking should be located in positions that are convenient to encourage their use and where possible within the building. The provision of shower facilities plays an important role in encouraging people to cycle. Staff cycle parking provision may be in a separate secured area away from the general public."*

3.14 Tabel 7 in Appendix 1 of the SPD advises that 1 and 2 bedroom apartments should be provided with one cycle parking space each.

## 4 Development proposals

### Scheme summary

- 4.1 The proposals involve an upward extension of the existing buildings on site, creating new second and third floors, plus the provision of new refuse and cycle storage facilities. There will be a total of 24 new apartments with four two bedroom units and twenty one bedroom units. A plan showing the proposed site layout is provided at **Appendix B**.

### Car parking

- 4.2 The scheme will not include any car parking, which is policy compliant and is suitable given the town centre location and excellent access to public transport, as well as the wide range of local amenities that are available within a short walk or cycle distance of the site.
- 4.3 As set out in the following chapter, local planning policy guidance supports car free residential development in Havant Town Centre, subject to suitable cycle parking, servicing and refuse storage / collection arrangements.

### Pedestrian access

- 4.4 Pedestrian access into the new dwellings will be provided via the site access points on Park Road South and Brockhampton Lane, then via the shared surface private car park. Stepped access will be provided to the dwellings, as indicated on the proposed site layout plans.

### Cycle parking

- 4.5 Cycle parking will be provided, in excess of local planning policy standards, which suggest one space per apartment. A total of 30 covered and secure spaces will be provided in a dedicated ground floor cycle store. The cycle storage will be covered and secure. There will also be provision of 6 short stay spaces, in the form of 'Sheffield' hoops.

### Servicing

- 4.6 Goods & delivery vehicles will be able to access the site from various locations. The majority are anticipated to utilise the Brockhampton Lane frontage or to stop in the private car park area, in the same manner as goods vehicles do in order to service the various businesses on the existing ground and first floors of the building.

## **Refuse collection**

- 4.7 Refuse storage is provided in the flats, plus a refuse collection and storage point is provided at ground floor level, within the private car park. Refuse collection arrangements will be consistent with existing arrangements for the site, with refuse vehicles reversing into the site from Brockhampton Lane, leaving the rear of the collection vehicles within 10m of the collection point.

## **Traffic impact**

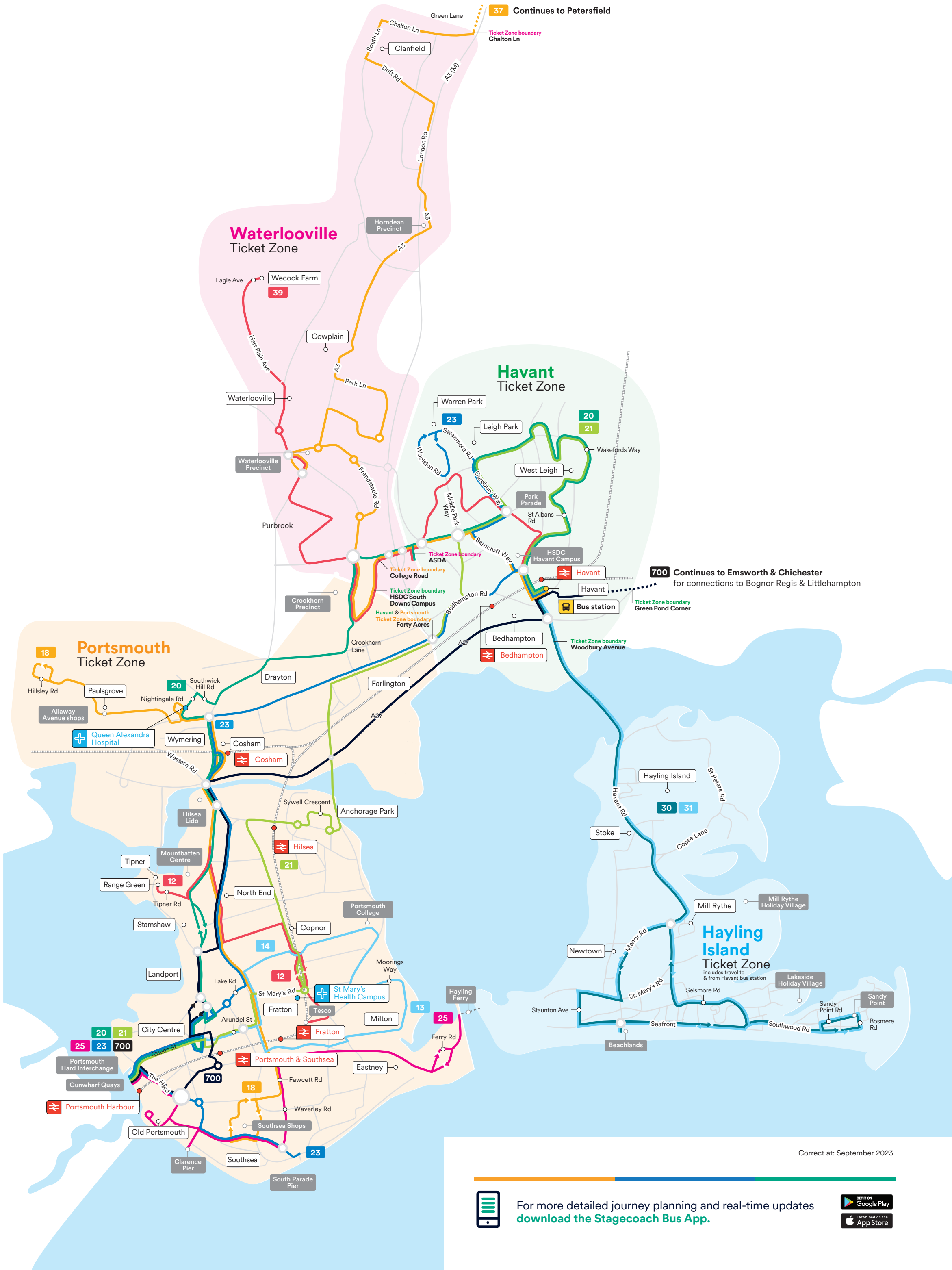
- 4.8 Due to the car free nature of the development proposals and the highly access location of the site, vehicular traffic generation will be negligible and there will be no material impact upon the local highway network.

## 5 Conclusion

- 5.1 Transport Planning Associates has been instructed by Brockhampton Developments Limited to prepare a Transport Statement to support their permitted development application for the construction of 24 apartments above the existing commercial units at Park Road South in Havant Town Centre.
- 5.2 The site is in a highly sustainable and accessible location and in accordance with local planning policy guidance, the dwellings will not be provided with car parking on site.
- 5.3 Cycle parking will be provided at a level excess of local requirements, to further encourage sustainable transport choices.
- 5.4 Refuse storage will be provided on site and collection arrangements will mirror existing arrangements for occupiers of the site.
- 5.5 Vehicular traffic generation associated with the proposed dwellings will be negligible given the car free nature of the site and there will therefore be not material impact upon highway safety or the free flow of traffic.

# APPENDIX A

# Portsmouth, Havant & Waterlooville



Correct at: September 2023



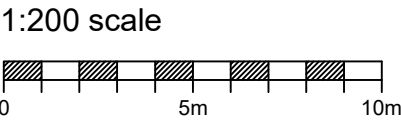
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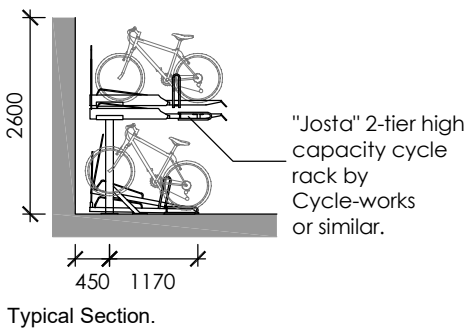
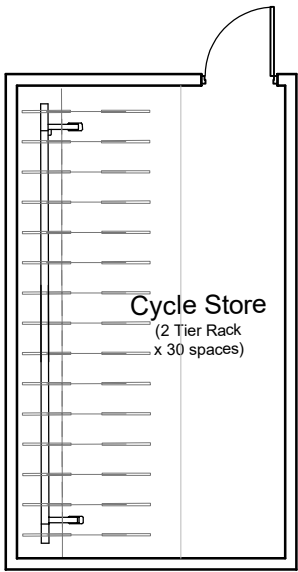


# APPENDIX B

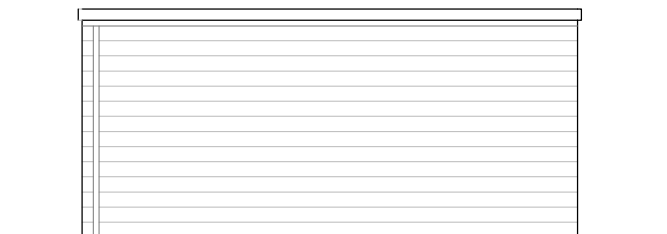
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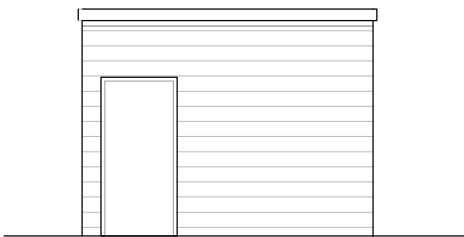
2 Tier Cycle Rack



Plan



Elevations



Proposed Site Layout/ Roof Plan

Revision	Date	Description	Dwn	Critd
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Project :  
Park Road South  
Havant

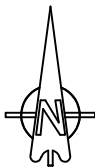
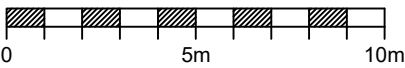
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Proposed Site Layout / Roof Plan

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1:200 scale



Accommodation Schedule

Second Floor

- Ap - 1 2b(4p) @ 72sqm  
Ap - 2 1b(1p) @ 37sqm  
Ap - 3 1b(1p) @ 37sqm  
Ap - 4 1b(1p) @ 37sqm  
Ap - 5 1b(1p) @ 37sqm  
Ap - 6 1b(1p) @ 37sqm  
Ap - 7 1b(1p) @ 47sqm  
Ap - 8 1b(2p) @ 62sqm  
Ap - 9 1b(2p) @ 54sqm  
Ap -10 2b(3p) @ 61sqm  
Ap -11 1b(2p) @ 54sqm  
Ap -12 1b(2p) @ 54sqm  
Ap -13 2b(3p) @ 61sqm

Revision	Date	Description	Dwn	Cktd
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Client :

Project :  
Park Road South  
Havant

Drawing Title :  
Proposed Second Floor

Drawn By	Date	Checked By	Date	Approved By	Date
JCB	Oct' 24				

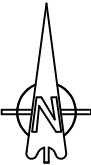
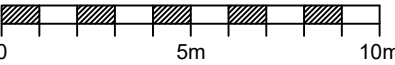
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Proposed Second Floor

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1:200 scale



Accommodation Schedule

Third Floor

- Ap - 14 1b(2p) @ 49sqm  
Ap - 15 1b(1p) @ 37sqm  
Ap - 16 1b(1p) @ 37sqm  
Ap - 17 1b(1p) @ 37sqm  
Ap - 18 1b(1p) @ 37sqm  
Ap - 19 1b(1p) @ 37sqm  
Ap - 20 1b(2p) @ 54sqm  
Ap - 21 2b(3p) @ 61sqm  
Ap - 22 1b(2p) @ 54sqm  
Ap - 23 1b(2p) @ 54sqm  
Ap - 24 2b(3p) @ 61sqm

Revision	Date	Description	Dwn	Chkd
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Drawing Title :

Proposed Third Floor

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Proposed Third Floor