

Technical Note - Response to HCC Comments

Introduction

- 1.1 This Technical Note has been prepared to provide a response to comments from Hampshire County Council (HCC) in relation to the Transport Assessment prepared to support the outline planning application [REF: APP/23/00471] for the proposed development of the Blue Star Land, Berewood, Waterlooville.
- 1.2 Comments were received from the Highways Officer at HCC on both the Transport Assessment and Travel Plan, dated May 2023.

Transport Assessment Comments

HCC Comment:

- Walking and cycling provision in the vicinity of the site and to key location such as schools and shops should be assessed using a WCHAR and the Healthy Streets indicators. These assessments should identify any deficits in the infrastructure that do not accord with HCC TG10. Improvements to increase the healthy streets score and improve compliance with TG10 and LTN 1/20 should be identified through this review process.

MBL Response:

- 1.3 It is understood that a WCHAR is normally used in conjunction with highway schemes on trunk roads. As such, a WCHAR is not considered to be a requirement for the BSL site which will be located within an existing residential development area with no major highways' schemes proposed as part of the application. A Healthy Streets Assessment can be provided as part of the Reserved Matters application if considered necessary, as noted in chapter five of the revised Transport Assessment.

HCC Comment:

- Whilst this is an RM matter, I note that parking is proposed to be in accordance with HBC's Parking Standards for Waterlooville Town Centre – It is not agreed and unclear why the use of town centre parking standards in this location is appropriate for this parcel of land and parking quantum should be consistent with the parking provision provided for the wider Berewood MDA development (acknowledging that this would fall under WCC's parking standards)

MBL Response:

- 1.4 It should be noted that the BSL site falls under Havant Borough Council and not Winchester City Council, with the outline application for the wider Berewood MDA development noting parking would be provided in line with Havant and Winchester standards as appropriate. The application proposals have been revised to provide parking in line with Havant Borough Council minimum parking standards.

HCC Comment:

- Confirmation should however be sought from HBC as the parking authority as to whether the application of the Waterlooville Town Centre parking standards is appropriate here considering this is not directly within the 'town centre'. Notwithstanding the above, the Highway Authority have concerns with the use of this parking quantum and the overspill parking that this may lead to on the wider highway network.

MBL Response:

- 1.5 As noted above, the application has now been revised to provide parking in line with Havant Borough Council minimum parking standards.

HCC Comment:

- Consideration should be provided towards additional parking to accommodate the additional overspill parking that currently occurs along the footway of Ellisons Crescent/Peasgood Lane should parking restrictions be implemented to prevent this.

MBL Response:

- 1.6 It is considered that this is an existing problem and not related to the proposed development.

HCC Comment:

- PIA data should be obtained from Hampshire Constabulary records for the most recent 5-year period – the time frame should be confirmed within the TA (I am aware that accident data is currently available up to April 2023). The study area shown within the TA is agreed however should include the Hambledon Road/Milton Road/Elettra Road roundabout and include up to the Hulbert Road/A3(M) roundabout based on the trip distribution.

MBL Response:

- 1.7 Detailed PIA data will be obtained from Hampshire Constabulary for the Reserved Matters application for the site and the study area be extended as suggested. The revised Transport

Assessment includes the study area suggested, with records from Crashmap obtained at this time.

HCC Comment:

- Measurements to the bus stops and local facilities should be taken from the centre of the development for a more conservative position and confirmed that this is the case.

MBL Response:

- 1.8 Measurements have been taken from the centre of the site as shown in Figure 5.2 for the Walking Isochrone diagram.

HCC Comment:

- No Stage One Road Safety Audit (RSA1) has been provided in support of the access arrangements and this should be submitted along with a designer's response for consideration. This should also be provided for the emergency access. An RSA1 will also be provided for the internal road network at the RM stage.

MBL Response:

- 1.9 It is considered that the provision of a Stage One Road Safety Audit (RSA1) can be conditioned to be provided at the reserved matters/detailed planning application stage.

HCC Comment:

- Method of calculating the multi-modal trip generation using vehicular trip rates and using the percentage splits is not agreed.
- Multimodal trip generation should be assessed utilising the TRICS database using the same parameters that have been derived for the vehicular trip rates.
- Multi modal trip rates should also be provided for the daily period as well as the AM and PM peaks – there should be appropriate walking and cycling infrastructure in place to accommodate any sustainable travel demand that this site will generate with the WCHAR identifying any deficits in the infrastructure.

MBL Response:

- 1.10 The modal split for non-car modes has been obtained from Census data for the local area as this is considered to provide a more robust assessment than using multimodal trip rates direct from the TRICS database as it reflects the local characterises of the area.

- 1.11 Daily Trips have now been provided in the respective tables. As noted previously, it is not considered that a WCHAR is necessary for the proposed development site due to its location adjacent to the existing Berewood development and its close proximity to

Waterlooville town centre. Pedestrian and cycle facilities have already been provided to the town centre as part of the wider Berewood development.

HCC Comment:

- Date and length of ATC survey to understand the current employment use for the committed development should be confirmed.

MBL Response:

- 1.12 The ATC surveys were undertaken between Tuesday 7th June to Monday 13th June 2023 for a 7 day period. These dates have been confirmed within the revised Transport Assessment.

HCC Comment:

- MSOA area for the traffic distribution should be confirmed and this should be consistent with the area used for the TEMPRO growth rates (Havant 004). The main workplace destinations and percentages of residents within Havant 004 should be provided within the TA along with the most likely route used to access these destinations.

MBL Response:

- 1.13 The MSOA used was: E02004765 : Havant 004 (2011 super output area - middle layer). This is the same area that was used for the TEMPro growth factors and this has been included within the revised Transport Assessment.

HCC Comment:

- RFC values should be provided for the A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout in addition to the percentage impact assessments as laid out within the TA.

MBL Response:

- 1.14 Section seven of the Transport Assessment now includes the RFC values for the A3 Maurepas Way / Hambledon Road / Houghton Avenue roundabout.

HCC Comment:

- Junction modelling should also be undertaken for the Laxton Leaze/Grainger Street junction.

MBL Response:

- 1.15 PICADY results for this junction were included within the original Transport Assessment. Results are detailed in the revised Transport Assessment at Table 7.7 for the AM peak and Table 7.8 for the PM peak.

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APPENDIX A: [Title]

APPENDIX B: [Title]