

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UD

Telephone: 0300 555 1375
Fax: 01962 847055

www.hants.gov.uk

Enquiries To Chris Hirst
Direct Line 0370 7790 563
Date 20 April 2023

My reference 049320
Your reference APP/23/00187
Email havantdc@hants.gov.uk

Dear Ms L Richardson,

Unit 1, Victoria Road and 234 London Road, Waterloooville, PO7 7ET

Outline application with all matters reserved for construction of 13No. one bedroom and 16No. two bedroom apartments (total 29) with refuse and cycle storage, car parking and soft and hard landscaping, following demolition of existing 3 bedroom bungalow and commercial property.

Thank you for consulting the Highway Authority on the above planning application.

To address the highway implications of the proposed development, the applicant has submitted a Transport Statement (TS). Following a review of this document and the associated plans, the Highway Authority wish to make the following comments.

Existing Conditions

The proposed development is bordered to the west and south by Rockville Drive and the Rockville Drive public car park to the east. Rockville Drive provides access to the Forest End roundabout which provides onwards connections to the A3 and Waterloooville town centre. To the east, access is provided to Stakes Hill Road, which can be used to access the strategic road network via Purbrook Way.

The site is currently subject to a range of land uses providing car related facilities, alongside two dwellings. All of these existing buildings would be removed and replaced as part of the proposed development.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been provided for a 5 year period up to March 2022. Whilst it is noted that the accident data is a year out of date, the Highway

Director of Hampshire 2050
Gary Westbrook

Authority are satisfied in this instance that there are no accident clusters which would be exacerbated by the proposed development.

Sustainable Transport Provision

Walking and Cycling

Given the site's location to the south of Waterlooville town centre, a number of facilities sit within a walkable distance, based on the parameters identified within the CIHT's 'Providing for Journeys on Foot' document. To access the majority of these facilities, pedestrians will head north from the site via Victoria Road, where continuous footways are then provided throughout the town centre.

Cycle facilities are provided along the A3 in the form of a combined bus and cycle lane which provides cyclists with a route heading south from the site. There are also a number of facilities available within a cyclable distance from the development.

Given the under provision in parking referred to later on in this response, the development will be heavily dependent on trips made via walking and cycling, alongside bus travel. The draft Havant Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a number of measures within the Waterlooville Core Walking Zone to improve the walking and cycling network in and around the town centre, which also encompasses Rockville Drive. These are routes which will be frequently utilised by pedestrians and cyclists of the site who would therefore benefit from the improvement measures. The applicant should engage with the Highway Authority in agreeing a suitable contribution towards pedestrian and cycle infrastructure, commensurate with the scale of development.

Bus

Waterlooville town centre is served by a number of bus facilities which provide frequent services to Havant and Portsmouth. These facilities are within a walkable distance from the site and therefore represent an alternative mode of transport to the private car.

Rail

The nearest form of rail travel to the site is Bedhampton Station, located circa 3 miles away. Given the distance to the station, it is considered unlikely that rail travel will be utilised by occupants of the site.

Proposed Development and Car Parking Provision

The proposed development consists of 29 flats, split into 13 1 bed units and 19 2 bed units. Vehicular access to the site will be taken via the existing route provided via Rockville Drive, which runs along the northern boundary of the development.

According to HBC's parking SPD, the development will require 29 car parking spaces; however, it is noted that 8 will be provided. It is generally acknowledged that car

Director of Hampshire 2050
Gary Westbrook

parking provision within Waterlooville town centre can be reduced given the sustainable nature of the area, subject to alternative modes of travel being promoted and supported through the development. In their capacity as local parking authority, HBC should confirm whether the proposed quantum of parking is acceptable in this location. The applicant should also confirm whether parking spaces will be allocated to particular properties to ensure that it is clear to future occupiers whether they will own a parking bay on site.

25 cycle parking spaces are proposed within a secured communal area, with an additional 2 spaces per one bedroom flat within the entrance hallways, totalling 51 cycle parking spaces. The Highway Authority considers the quantum of cycle parking to be appropriate for the scale of development.

Site Access

Vehicular access to the site will be provided from Rockville Drive in the north west corner of the site, where the existing access to the car park is provided. Opposite the site access, a loading bay servicing one of the existing businesses is provided, reducing the space available for vehicles to enter and egress the development.

Tracking has been provided in drawing number 020.0802.001 to show a family car entering and exiting the site whilst a delivery vehicle is parked in the layby. It is noted that a track speed of 5mph has been used – this should be amended to 10mph to represent a reasonable track speed and the drawing re-provided to demonstrate that the movement can be undertaken. Tracking should also be provided for a delivery vehicle entering the car park, turning and exiting passed a vehicle parked in the layby given that deliveries are likely to be commonplace where residents are less likely to own a car.

The development will front onto the narrow footway provided along the southern side of the access road into the development. Given that the development is reliant on promoting sustainable transport in the absence of vehicle parking provision, the footway should be widened to 2m across the site frontage to provide pedestrians with a safe and suitable area to walk and access the development and the local facilities. A tactile paving crossing point should also be provided to ensure pedestrians have a dedicated crossing point to the north to access Victoria Road.

It is noted that the TS assumes that refuse vehicles will service the site from Victoria Road, replicating the existing situation. Confirmation is sought from the LPA and/or the refuse service that this is the case to ensure that a refuse vehicle will not be expected to enter the site when servicing the development.

Confirmation is sought from the applicant that access to the area south of the building block will be inaccessible for vehicles. Should this remain open (as it appears in the block plan), it is likely that cars will use this area to park away from the formally

Director of Hampshire 2050
Gary Westbrook

designated bays, potentially encouraging further car ownership for occupants who are not designated a parking bay.

Traffic Impact

To understand the current and forecast trip generation from the site, the applicant has interrogated the TRICS database.

Given that there are a number of existing land uses which do not fall into the categories identified within the database, a number of trip rate assumption have been made within the report. For robustness, it has been assumed that there are no vehicular trips generated by the car wash and garage services during the AM and PM peak hours. The remaining car dealership and two residential dwellings result in extant trip generation of 2 and 1 trips in the respective AM and PM peak hours, with 57 movements over a 12 hour period.

A TRICS assessment has also been undertaken for the proposed flats which forecasts that the site will generate a total of 9 trips in the AM peak hour and 8 trips in the PM peak hour, equating to a net increase of 7 trips across both of the assessment periods. The trips over a 12 hour period are also forecast to increase by 22 to 79. Whilst there is a net increase in trips across both peak hours and the day, the Highway Authority does not consider that junction modelling is required in this instance.

Recommendation

The Highway Authority require the following additional information before a recommendation can be made on the proposed development:

- Engagement with the Highway Authority regarding a contribution towards pedestrian and cycle infrastructure in the Waterlooville area;
- Amended tracking drawings;
- Widening of the footway along the northern boundary of the development; and
- Confirmation from the LPA/refuse collection company regarding the servicing arrangements for this site.

I trust that the above is clear. Should you have any queries, please contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst

Director of Hampshire 2050
Gary Westbrook

Director of Hampshire 2050
Gary Westbrook