

REPORT

Transport Assessment Addendum

Wellington Way, Waterloooville

Client: CPI Wellington Way 2 Ltd

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1 Introduction

1.1 Preface

- 1.1.1 This Transport Assessment Addendum (TAA) has been produced by Royal HaskoningDHV on behalf of CPI Wellington Way 2 Ltd. The TAA relates to planning application APP/18/00234 for the redevelopment of the Wellington Way shopping centre to provide 264 residential studio units with a gym and café at ground floor and associated parking and cycle parking.
- 1.1.2 This TAA outlines the proposed amendments to the proposed scheme to address concerns raised by consultees. The proposals consist of the creation of a new multi-storey car park at the existing Wellington Way car park to provide additional permit parking to support the residential scheme. The car park proposals have been brought forward as a separate planning application (planning application ref: APP/19/00513).
- 1.1.3 The TAA also addresses comments raised by Hampshire County Council (HCC) Highways Officers in the consultation response dated 10th May 2018.
- 1.1.4 This TAA should be read in conjunction with the Transport Assessment submitted in association with planning application APP/18/00234.

1.2 Scope of TAA

- 1.2.1 The scope of the TAA is as follows:
- **Section 2** provides a summary of the proposed changes to the car parking provision and the proposals associated with a planning application for the construction of a multi-storey car park at the Wellington Way car park (planning application ref: APP/19/00513)
 - **Section 3** addresses comments received from HCC with regards to access to the site by sustainable modes of transport.
 - **Section 4** addresses HCC comments with regards to the site access proposals.
 - **Section 5** provides clarification with regards to the trip generation exercise undertaken within the associated Transport Assessment.
 - **Section 6** considers the development proposals trip distribution and transport impact.
 - **Section 7** addresses HCC comments relating to policy considerations.
 - **Section 8** provides a summary and conclusion.

2 Car Parking

2.1 Preface

- 2.1.1 Concerns were raised by stakeholders with regards to the level of parking proposed in association with the proposed development. The original Transport Assessment indicated that a total of 18 car parking spaces including one disabled parking space would be provided at the site, with a further 50 car parking permits made available to residents to permit parking in local car parks.
- 2.1.2 It is Royal HaskoningDHV's considered opinion that the level of car parking proposed within the original scheme is suitable for the proposed development given the likely low levels of car ownership anticipated amongst residents. Notwithstanding this, the applicant has decided to increase the level of car parking provision proposed by creating a multi-storey car park on the site of the existing Wellington Way car park. The increased level of parking provision at the Wellington Way car park would provide additional parking to support the development, as well as supporting the regeneration of Waterlooville town centre.
- 2.1.3 The proposals for the Wellington Way car park have been considered within a separate planning application submitted in May 2019 (planning application ref: APP/19/00513).
- 2.1.4 This section of the TAA outlines the proposed level of car parking, provides a justification for the car parking proposals and summarises the proposals associated with the Wellington Way car park.

2.2 Car Ownership

- 2.2.1 A review of 2011 Census data for car ownership in the local area has been undertaken. The review indicates that there were 176 no. one habitable room dwellings identified within the 2011 Census for Havant borough as a whole. These units equated to less than 0.3% of the total housing stock. The vast majority of the one habitable room dwellings (151) were classed as rented, which is just under 1% of the total rented housing stock (15,627 dwellings) within Havant borough. A summary of the Census data is included as **Appendix A**.
- 2.2.2 It is not possible from Census data to ascertain where these one habitable room apartments are located within Havant, or how many are in Waterlooville. However, it is reasonable to expect the proposed residential development has similar and most likely better access to public transport and other local services than the existing one habitable room dwellings.
- 2.2.3 Car ownership for the 151 no. one habitable room dwellings were recorded as 58 vehicles, equating to a **0.384** car ownership ratio. It is considered that this is a very robust car ownership ratio to assume for the proposed development because the proposed development is:
- Located in a town centre location, with a variety of facilities available on the doorstep;
 - Within close proximity of public transport services;
 - Dedicated cycle parking facilities will be provided on-site; and
 - The development will appeal to occupants bought into a lifestyle without a car.

2.2.4 It is therefore suggested that an unmitigated car ownership ratio of **0.384** is very much a worst-case and that a 0.3 ratio is more likely in practice.

2.2.5 Application of the 0.384 car ownership ratio to the 264 units suggests an unmitigated parking demand of **101** cars.

2.3 Wellington Way Car Park

2.3.1 To accommodate a parking demand of 101 cars it has been proposed that the Wellington Way car park be redeveloped to provide additional car parking capacity. The additional car parking capacity would accommodate residential parking on a permit basis.

2.3.2 The proposed multi-storey car park would provide a total of 263 car parking spaces, of which eight would be accessible parking bays and a further eight parent and child bays. The multi-storey car park would be spread across three floors as follows:

- Ground Floor – 95 parking spaces including eight accessible spaces;
- First Floor – 83 parking spaces including eight parent and child spaces;
- Second Floor – 85 parking spaces.

2.3.3 The proposed car park would result in a net increase of 137 spaces. If required, all the additional spaces could be utilised for residential permit parking.

2.3.4 A new vehicular entrance to the car park is proposed to be provided to the south-east corner of the site, in the location where the existing exit point is currently provided. The entrance would include a slip lane from Wellington Way; however, no entry barriers are proposed and thus it is not expected that vehicular queues would form at the entrance.

2.3.5 A new vehicular exit is to be provided in the form of a priority-controlled junction onto Wellington Way. The exit would be provided in the north-west corner of the development, in the location of the existing vehicular entrance.

2.4 Parking Provision

2.4.1 It is proposed that residents of the proposed 264 unit development, located approximately 35m to the west of the Wellington Way car park would be able to obtain parking permits, enabling them to park within the proposed car park.

2.4.2 It is proposed that up to 137 parking permits would be made available to residents of the nearby development. The level of car parking permits exceeds the anticipated demand of 101 vehicles and as such there would be no overspill parking on the local highway network associated with the proposed development.

2.4.3 A total of 17 car parking spaces are to be provided on-site associated with the mixed-use development proposals. The remaining anticipated parking demand (84 vehicles) would be accommodated within the new multi-storey car park. This forecast level of demand is considerably below the additional 137 parking spaces made available by the proposed decked car park.

2.5 Car Club

- 2.5.1 The proposed development would include the provision of car club vehicles as outlined within the Transport Assessment.
- 2.5.2 The day to day running of the car club would be subcontracted to a suitable operator, as set out in the Transport Assessment. The operator would work with the Travel Plan Co-ordinator to promote the car club to residents and monitor their usage of the vehicles.
- 2.5.3 One car club vehicle would be provided on-site, with the potential for ten on-site car parking spaces to be allocated for the use of car club vehicles should sufficient demand transpire. The usage of the car club would be monitored to ensure it met residents demands, for instance, the size and type of vehicles provided. The results of the monitoring would be reported by the Travel Plan Co-ordinator. If there is a good uptake of car club vehicles, then additional vehicles up to a maximum of ten vehicles could be introduced to the site to meet the demand.
- 2.5.4 The allocation of on-site parking spaces would be the responsibility of the building operator. Where the car club operator and Travel Plan Co-ordinator identified demand for changes, these would be discussed with the building operator and a strategy for implementation agreed.

2.6 Summary

- 2.6.1 A review of 2011 Census data for car ownership in the local area has demonstrated that the level of car ownership at the proposed development is not anticipated to exceed 0.384 vehicles per unit, equating to 101 vehicles.
- 2.6.2 To accommodate parking at the proposed development, it is proposed that the Wellington Way car park would be redeveloped to provide a multi-storey car park. The car park could then accommodate permit parking for the proposed residential development as well as increasing the provision of parking available to the general public. The car park proposals are subject to a separate planning application (planning application ref: APP/19/00513).
- 2.6.3 It is proposed that up to 17 on-site car parking spaces would be available to residents of the proposed development and would be controlled through the issuing of car parking permits. Up to 137 additional parking permits could be purchased by residents to park within the redeveloped Wellington Way car park. This would ensure that no overspill parking would occur on the local highway network due to the development proposals.
- 2.6.4 To encourage a reduction in the level of car ownership at the site, it is proposed that a car club vehicle would be provided on-site. The uptake of the car club would be monitored through the Travel Plan, with the potential to add up to nine additional vehicles if sufficient demand materialises.

3 Site Access by Sustainable Modes of Travel

3.1 Preface

- 3.1.1 Comments received from HCC Highways Officers have requested additional information with regards to access to the site by sustainable modes of travel. This section of the report seeks to address the comments raised.

3.2 Bus & Rail Travel

- 3.2.1 HCC Highways Officers have raised concerns with regards to the funding arrangements for existing bus services and consequently access to the development site via bus.
- 3.2.2 It is noted that the bus network will continue to evolve before the development is occupied. The occupants of the development generate further patronage for bus services, increasing their viability. Part of the Travel Plan Coordinator's role will be to liaise with bus operators prior to occupation and thereafter to understand the network at that time and what changes are envisaged.
- 3.2.3 Cosham rail station is located approximately 6km south of the site; bus services Star 7 and Star 8 provide around nine services per hour to Portsmouth via Cosham at peak times. Bus journey times from Waterlooville to Cosham are approximately between 14-18 minutes, both bus services stop at Cosham Interchange which is less than 100m walk distance from Cosham rail station. It is, therefore, a convenient multi-modal interchange.
- 3.2.4 Havant and Bedhampton rail stations are located approximately 5.9km and 4.8km south-east of the site respectively. Sheltered cycle parking facilities are available within both stations, a total of 92 cycle parking spaces are provided at Havant and 20 cycle parking spaces at Bedhampton.
- 3.2.5 Descriptions of the routes to the stations are set out in the following section.

3.3 Cycle Accessibility

- 3.3.1 HCC Highways Officers have requested that cycle infrastructure improvements be identified in order to promote cycling from the site to key destinations and improve cycle safety.
- 3.3.2 The site is located in Waterlooville town centre, and as noted is in close proximity to cycleways. From the on-site cycle store, it is expected cyclists would turn west along the shared surface access way, to join Hambledon Road. South and westbound cyclists would then cross Hambledon Road to Swiss Road, a cul de sac for general traffic. Swiss Road provides a cycle only connection to the national cycleway on Maurepas Way. Connections are available from Maurepas Way back to Rockville Drive and hence the local cycle route at Stakes Hill Road.
- 3.3.3 Northbound cyclists would use Hambledon Road to access the shared pedestrian/cyclist crossing of Maurepas Way and hence route via the retail park to connect with cycleways on Hambledon Road to the north-west.

- 3.3.4 It is notable that access to the roads in the very centre of Waterlooville is restricted to buses only. A variation to these restrictions to also allow cycle access would improve cycling permeability of the town centre. The Client would be willing to contribute toward the variation of Traffic Regulation Orders and signage to allow cyclists to officially use these streets. This revision of access restrictions will benefit not only residents of the proposed development but also all other cyclists seeking to access the town centre.
- 3.3.5 The site is located within close proximity to cycle routes, National Cycle Route 222 (NCR222) is accessible from Stakes Hill Road approximately 300m from the site. NCR222 links Petersfield located north of the site and Portsmouth located to the south of the site. NCR222 provides access to further National Cycle Routes including NCR22 and NCR2. In terms of local cycleways, Havant Brough Council provides maps of the local cycle network in the vicinity of the site. Cycle lanes can be found on sections of the A3 London Road to the south of the site.
- 3.3.6 Improving cycle access to NCR222 through the town centre will encourage the use of this sustainable mode by residents of the proposed development and the wider community.
- 3.3.7 The plan provided in **Appendix B** shows the local and national cycle routes accessible from the site.

3.4 Summary

- 3.4.1 Existing bus services provide suitable bus connections to key destinations from the site. The Travel Plan Coordinator would be responsible for liaising with bus operators prior to occupation and thereafter to understand the network at that time and what changes are envisaged.
- 3.4.2 Havant and Bedhampton rail stations are located approximately 5.9km and 4.8km south-east of the site respectively. Sheltered cycle parking facilities are available within both stations, a total of 92 cycle parking spaces are provided at Havant and 20 cycle parking spaces at Bedhampton.
- 3.4.3 It is notable that access to the roads in the very centre of Waterlooville is restricted to buses only. A variation to these restrictions to also allow cycle access would improve cycling permeability of the town centre. The Client would be willing to contribute toward the variation of Traffic Regulation Orders and signage to allow cyclists to officially use these streets.

4 Site Access Proposals

4.1 Preface

4.1.1 Comments received from HCC Highways Officers have requested that additional information be provided to clarify the proposed arrangement. The comments have also requested that the access arrangements be re-designed to allow two cars to pass each other and sufficient space for a large vehicle to pass a pedestrian/cyclist.

4.1.2 This section provides a response to these comments.

4.2 Site Access

4.2.1 The development will create two new links between Hambledon Road and the Wellington Way shopping centre, running to the north and south of the building. The northern route has been designed as a pedestrian dominated space, as set out in the architect's drawings within **Appendix C**. The northern route will have active frontage from the retail unit on the corner with Hambledon Road, and also the entrance to the development further to the east. The southern route will not provide access into the building and maintains servicing to the buildings to the south of the site.

4.2.2 It is thus expected that the northern route will be the most attractive pedestrian route and hence attract the most pedestrian activity. Likewise, access to the on-site cycle facilities is via the northern route, and thus there would be very limited cycle activity on the southern route.

4.2.3 Both routes are cul de sac routes for vehicles, and thus traffic would be expected to be limited to those parking or servicing the development and surrounding uses. The northern route provides access to five parking spaces, with a further 12 parking spaces accessed from the southern route. The southern route also maintains the existing servicing access to buildings to the south.

4.2.4 Plans are included within **Appendix D** showing the requested vehicular swept path analysis, however, it must be emphasised that the overall level of traffic expected on the side routes would be very low and consistent with the existing use of these areas. As such the potential for vehicular conflicts is very limited.

4.3 Summary

4.3.1 The development will create two new links between Hambledon Road and the Wellington Way shopping centre, running to the north and south of the building. The northern route has been designed as a pedestrian dominated space. The southern route will not provide access into the building and maintains servicing to the buildings to the south of the site.

4.3.2 Both routes are cul de sac routes for vehicles, and thus traffic would be expected to be limited to those parking or servicing the development and surrounding uses. The northern route provides access to five parking spaces, with a further 12 parking spaces accessed from the southern route.

5 Trip Generation

5.1 Preface

- 5.1.1 HCC Highways Officers have indicated that they do not consider the trip generation assessment presented within the Transport Assessment to be representative of the proposed development. The rates presented in the Transport Assessment utilised trip rates for 'Affordable/Local Authority Flats'. HCC considers that 'privately owned/rented properties' would be more representative of the proposed development. HCC has, therefore, requested that the trip generation be reviewed and amended.
- 5.1.2 Furthermore, HCC has requested that a trip generation exercise should be undertaken for the proposed gym and café.

5.2 Revised Trip Generation

- 5.2.1 It is common ground that the proposed development is not typical of other schemes in Waterloooville and that there may not be directly comparable to local examples.
- 5.2.2 The TRICS 7.5.1 database was interrogated in order to identify similar sites to the proposed development. **Table 5.1** provides a summary of sites located within the TRICS database that were identified to have similar attributes to the proposed development.

Table 5.1: TRICS Sites

TRICS Reference	Description	Town/City	Location	Dwellings	Parking	Selected
CB-03-C-01	Block of Flats	Carlisle	Town Centre	40	43	No
GM-03-C-02	Block of Flats	Manchester	Town Centre	154	100	Yes
GM-03-C-03	Block of Flats	Manchester	Town Centre	20	14	No
ES-03-D-06	Flats and Houses	Brighton	Suburban Area	15		
HC-03-D-04	Block of Flats	Winchester	Edge of Town Centre	23		
MS-03-D-01	Block of Flats	Liverpool	Suburban Area	38		

- 5.2.3 It is noted that none of these sites are identical to the proposed development, however, it is expected that the daily number of trips per resident is likely to be consistent. As such, the average person trip rates for each site have been calculated and are presented as **Table 5.2**.

Table 5.2: Person Trip Rate Comparison

Site	AM PEAK HOUR (08:00-09:00)		PM PEAK HOUR (17:00-18:00)		DAILY TRIPS (07:00-19:00)	
	IN	OUT	IN	OUT	IN	OUT
CB-03-C-01 (Carlisle)	0.125	0.428	0.352	0.428	2.257	2.602
GM-03-C-02 (Manchester)	0.026	0.462	0.063	0.185	2.450	2.405
GM-03-C-03 (Manchester)	0.015	0.401	0.901	0.201	3.102	3.200
ES-03-D-06 (Brighton)	0.133	0.600	0.600	0.133	5.199	5.334
HC-03-D-04 (Winchester)	0.087	0.043	0.130	0.087	1.040	0.954
MS-03-D-01 (Liverpool)	0.293	0.146	0.020	0.137	1.894	2.115
Average	0.113	0.347	0.344	0.195	2.657	2.768

- 5.2.4 Whilst no information is available within TRICS regarding the size of the surveyed units, it is reasonable to expect that on average they would be larger than those within the proposed development. As such taking the average trip rate calculated is a robust assessment.
- 5.2.5 The TRICS data has also been reviewed in terms of modal share, especially car usage. This analysis is summarised in **Table 5.3**, which shows the variation in car modal share by hour and direction of travel. It should be noted that the modal share includes car passengers.

Table 5.3: Car Modal Share

Hour beginning	Inbound	Outbound
0700	64%	36%
0800	59%	20%
0900	27%	12%
1000	44%	29%
1100	30%	35%
1200	30%	27%
1300	33%	33%
1400	34%	30%
1500	13%	26%
1600	29%	27%
1700	20%	43%
1800	28%	34%
Average	29%	28%

- 5.2.6 From **Table 5.3** it is apparent that the average car modal share is 29%, however, this varies by time of day and direction of travel. Reviewing the modal shares for peak hour travel it is clear that morning outbound and evening inbound trips have lower car usage, likely reflecting the increased use of public transport and other sustainable modes for commuting trips. Likewise, inbound trips in the morning have higher car usage, likely reflecting residents working overnight shifts. This evidence also demonstrates the role of car clubs in providing for non-commuting trips.
- 5.2.7 The 2011 Census Journey to Work data has been reviewed for the local area, with the modal splits shown as **Table 6**. It is noted that the Census data reflects that the majority of the Waterloo ward comprises much larger housing stock, further away from public transport and other facilities than the development site. Based on the proposed parking provision and TRICS evidence, it is expected that car usage at the development site will be considerably lower. As a robust assumption, the average 29% car modal split calculated from TRICS has been used. The proposed modal split is also presented in **Table 5.4**.

Table 5.4: Modal Splits

Mode	2011 Census	Proposed
Vehicles	68%	20%
Passenger	7%	9%
Motorcycle	1%	1%
Taxi	1%	-
Other Goods Vehicles	-	-
Public Transport	8%	25%
Pedestrians	12%	30%
Cycles	3%	15%
All Modes	100%	100%

- 5.2.8 Utilising the person trip rate calculated in Table 4, and the modal split presented in Table 6, it is then possible to calculate the likely trips generated by the development. This is shown in **Table 5.5** for the 264 dwellings.

Table 5.5: Trip Generation (264 dwellings)

Mode	AM PEAK HOUR (08:00-09:00)		PM PEAK HOUR (17:00-18:00)		DAILY TRIPS (07:00-19:00)	
	IN	OUT	IN	OUT	IN	OUT
Vehicles	6	18	18	10	140	146
Vehicle Passenger	3	8	8	5	63	66
Motorcycle	0	1	1	1	7	7
Public Transport	7	23	23	13	175	183
Pedestrians	9	27	27	15	210	219
Cycles	4	14	14	8	105	110
All Modes	30	92	91	51	701	731

- 5.2.9 The trip generation assessment indicates that the development will potentially generate a total of

1432 two-way person trips. This is considered to be a very robust forecast, not taking into consideration the small unit sizes and facilities within the proposed development. However, the peak hour forecasts within **Table 5.5** appear reasonable.

- 5.2.10 A trip generation exercise has not been undertaken to establish the anticipated trip generation of the proposed Café and gym. It is anticipated that trips associated with the proposed café would be the result of linked or pass-by trips, which constitutes the diversion of trips that already occur on the transport network. The majority of trips associated with the café are anticipated to be linked with trips associated with the existing retail within Waterloooville town centre. As such it is unlikely that the café would generate trips in its own right and would, therefore, have no material transport impact.
- 5.2.11 The proposed gym would be for the use of residents only and as such the proposed gym would not generate any trips to and from the development.

5.3 Summary

- 5.3.1 A multi-modal trip generation exercise has been undertaken utilising the person trip rates from similar developments across England and 201 Census data for the Method of Travel to Work for the local area.
- 5.3.2 The trip generation assessment indicates that the development will potentially generate a total of 1432 two-way person trips.
- 5.3.3 The proposed Café is anticipated to generate linked and pass-by trips only and as such would not be considered to be a trip generator in its own right. The proposed gym is anticipated to serve residents of the development only and, therefore, would not generate any trips.

6 Trip Distribution and Traffic Impact

6.1 Preface

- 6.1.1 HCC Highways Officers have requested that the distribution of vehicular trips is assessed and that the impact of these trips is considered. This section of the report addresses these requests.

6.2 Trip Distribution

- 6.2.1 A review of the forecast peak hour impacts from **Table 5.5** reveals the PM peak hour generates slightly higher pedestrian movements. These figures have therefore been used to consider the trip distribution.
- 6.2.2 The majority of trips would be pedestrian trips (42 movements within an hour). These pedestrian trips would be distributed to other land uses within the town centre. The 36 public transport trips would be expected to originate from / end at the bus stops outside the site on Hambledon Road. There are at least 16 buses per hour in either direction, so on average, there would be one additional passenger per service. A total of 22 cycle trips are forecast, which equates to one cyclist every three minutes. These trips would likely be predominately north or south on Hambledon Road.
- 6.2.3 Given the town centre location of the proposed development, it is unlikely that any of these trips would have a material impact on existing patterns of movement by each mode. The impacts of traffic are described in the following section.

6.3 Traffic Impact

- 6.3.1 The trip generation forecast presented in **Table 5.5** suggests a maximum of 28 car trips during the PM peak hour. This impact is less than one vehicle every two minutes overall, with less than one vehicle every three minutes in the peak inbound direction. Furthermore, this impact would be spread across a number of locations, reflecting the available parking opportunities, namely the site itself and also the Wellington Way car park. It is therefore clear that the overall traffic impact is minimal in the context of overall flows and that the impact at any one location is negligible.

6.4 Summary

- 6.4.1 The majority of trips from the proposed development would be pedestrian trips (42 movements within an hour). These pedestrian trips would be distributed to other land uses within the town centre. The 36 public transport trips would be expected to originate from / end at the bus stops outside the site on Hambledon Road. There are at least 16 buses per hour in either direction, so on average, there would be one additional passenger per service. A total of 22 cycle trips are forecast, which equates to one cyclist every three minutes. These trips would likely be predominately north or south on Hambledon Road.
- 6.4.2 A maximum of 28 car trips is anticipated in the PM peak hour. This impact is less than one vehicle every two minutes overall, with less than one vehicle every three minutes in the peak inbound direction.

7 Policy

7.1 Preface

- 7.1.1 HCC has requested that further consideration of local policy be provided so that it includes the Draft Havant Borough Council Local Plan to 2036. The HCC Highways Officer comment state:

“The site itself is not allocated within the plan, but is referenced under ‘KS2 Waterlooville Town Centre’ which mentions the potential for ‘high density residential development including more innovative housing product’ in this area. This should be referenced in the transport assessment.”

- 7.1.2 This section of the report summarises the policies presented within the Draft Havant Borough Council Local Plan 2036 that are relevant to the proposed development. It should be noted that the Local Plan has been revised since receiving the HCC Highways Officer comments and policy KS2 is now policy KP2

7.2 Draft Havant Borough Council Local Plan 2036

- 7.2.1 The Draft Havant Borough Council Local Plan 2036 sets out a ‘*framework for the future development, growth and prosperity*’ of Havant Borough. The Local Plan sets out a number of policies which guide development within the area.

- 7.2.2 Policy KP2 provides specific policy with regards to Waterlooville Town Centre. The policy states the following:

“Planning permission will be granted within Waterlooville Town Centre for development that:

- a. Makes a positive change to the quality, vitality and viability of the town centre as a whole;*
- b. Provides consistent, high-quality surface treatments, landscaping, signage and street furniture;*
- c. Provides mixed housing types, tenures, sizes that meet the needs of all, including younger and older age groups, contributing to the delivery of about 600 dwellings in the centre;*
- d. Provides easy access to the town centre for all, in particular:*
 - i. Enhances and prioritises pedestrian and cycle connectivity with surrounding residential areas, including Berewood and Wellington Park;*
 - ii. Provides safe, convenient and welcoming road crossings within and around the town centre;*
 - iii. Retains sufficient car and cycle parking to serve the needs of the town centre and considers the use of car clubs;*
- e. Delivers the fastest digital communication technology available across the town centre;*
- f. Minimises anti-social behaviour and other crime, as well as the fear of these; and*

g. Retains and incorporates the protected trees found within the town centre.

Wellington Way and North-East London Road

The focus for this area is high-quality, high-density residential development. Planning permission within the Wellington Way and North-East London Road area will be granted for development that:

j. Provides innovative high-density residential redevelopment (in line with Policy DR1);

k. Creates a sense of place, demonstrating high-quality, contemporary design, landscaping, surface treatments and open space for residents, such as balconies or shared roof terraces; and

l. Provides improved pedestrian and cycle access to Wellington Retail Park and Dukes Walk via London Road.”

- 7.2.3 The development proposals are considered to be in line with Policy KP2, as the development would facilitate improved pedestrian and cycle routes in the area and retains sufficient car and cycle park to serve the needs of the town centre.

7.3 Summary

- 7.3.1 The proposed development is considered to accord with the Draft Havant Borough Council Local Plan 2036.

8 Summary

- 8.1.1 A review of 2011 Census data for car ownership in the local area has demonstrated that the level of car ownership at the proposed development is not anticipated to exceed 0.384 vehicles per unit, equating to 101 vehicles.
- 8.1.2 To accommodate parking at the proposed development, it is proposed that the Wellington Way car park would be redeveloped to provide a multi-storey car park. The car park could then accommodate permit parking for the proposed residential development as well as increasing the provision of parking available to the general public. The car park proposals are subject to a separate planning application (planning application ref: APP/19/00513).
- 8.1.3 It is proposed that up to 17 on-site car parking spaces would be available to residents of the proposed development and would be controlled through the issuing of car parking permits. Up to 137 additional parking permits could be purchased by residents to park within the redeveloped Wellington Way car park. This would ensure that no overspill parking would occur on the local highway network due to the development proposals.
- 8.1.4 To encourage a reduction in the level of car ownership at the site, it is proposed that a car club vehicle would be provided on-site. The uptake of the car club would be monitored through the Travel Plan, with the potential to add up to nine additional vehicles if sufficient demand materialises.
- 8.1.5 Existing bus services provide suitable bus connections to key destination from the site. The Travel Plan Coordinator would be responsible liaising with bus operators prior to occupation and thereafter to understand the network at that time and what changes are envisaged.
- 8.1.6 Havant and Bedhampton rail stations are located approximately 5.9km and 4.8km south-east of the site respectively. Sheltered cycle parking facilities are available within both stations, a total of 92 cycle parking spaces are provided at Havant and 20 cycle parking spaces at Bedhampton.
- 8.1.7 It is notable that access to the roads in the very centre of Waterlooville is restricted to buses only. A variation to these restrictions to also allow cycle access would improve cycling permeability of the town centre. The Client would be willing to contribute toward the variation of Traffic Regulation Orders and signage to allow cyclists to officially use these streets.
- 8.1.8 The development will create two new links between Hambledon Road and the Wellington Way shopping centre, running to the north and south of the building. The northern route has been designed as a pedestrian dominated space. The southern route will not provide access into the building and maintains servicing to the buildings to the south of the site.
- 8.1.9 Both routes are cul de sac routes for vehicles, and thus traffic would be expected to be limited to those parking or servicing the development and surrounding uses. The northern route provides access to five parking spaces, with a further 12 parking spaces accessed from the southern route.
- 8.1.10 A multi-modal trip generation exercise has been undertaken utilising the person trip rates from similar developments across England and 2011 Census data for the Method of Travel to Work for the local area.

- 8.1.11 The trip generation assessment indicates that the development will potentially generate a total of 1432 two-way person trips.
- 8.1.12 The proposed Café is anticipated to generate linked and pass-by trips only and as such would not be considered to be a trip generator in its own right. The proposed gym is anticipated to serve residents of the development only and, therefore, would not generate any trips.
- 8.1.13 The majority of trips from the proposed development would be pedestrian trips (42 movements within an hour). These pedestrian trips would be distributed to other land uses within the town centre. The 36 public transport trips would be expected to originate from / end at the bus stops outside the site on Hambledon Road. There are at least 16 buses per hour in either direction, so on average, there would be one additional passenger per service. A total of 22 cycle trips are forecast, which equates to one cyclist every three minutes. These trips would likely be predominately north or south on Hambledon Road.
- 8.1.14 A maximum of 28 car trips is anticipated in the PM peak hour. This impact is less than one vehicle every two minutes overall, with less than one vehicle every three minutes in the peak inbound direction.
- 8.1.15 The proposed development accords with the Draft Havant Borough Council Local Plan 2036.

Appendix A – 2011 Census Data Summary

CT0100 - Accommodation type by tenure by number of rooms by car or van availability

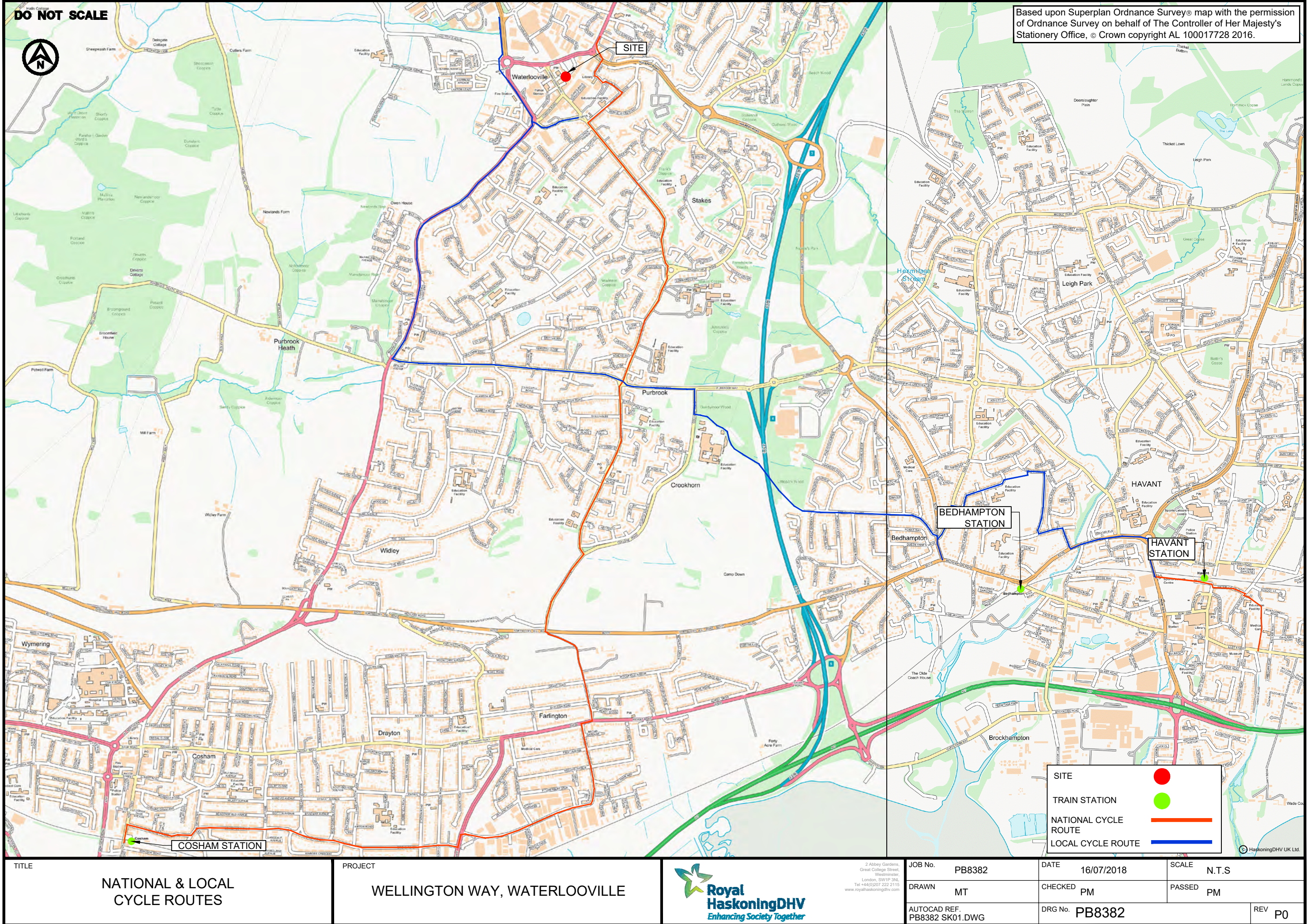
Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to Local Authority - merged LAs

Source : 2011 Census (27 March)

				Total: Car or van availability	No cars or vans in household	1 car or van in household	2 cars or vans in household	3 cars or vans in household	4 or more cars or vans in household		Car Ownership	Ratio
E41000122 Havant	Total: Accommodation type	Total: Tenure	Total: Number of rooms	51,162	10,587	21,666	14,328	3,422	1,159		65,224	1.275
E41000122 Havant	Total: Accommodation type	Total: Tenure	1 room	176	102	64	10	0	0		84	0.477
E41000122 Havant	Total: Accommodation type	Total: Tenure	2 rooms	1,202	664	469	63	6	0		613	0.510
E41000122 Havant	Total: Accommodation type	Total: Tenure	3 rooms	4,415	2,245	1,791	340	31	8		2,596	0.588
E41000122 Havant	Total: Accommodation type	Total: Tenure	4 rooms	9,191	2,981	4,423	1,525	209	53		8,312	0.904
E41000122 Havant	Total: Accommodation type	Total: Tenure	5 rooms	13,574	2,628	6,558	3,534	695	159		16,347	1.204
E41000122 Havant	Total: Accommodation type	Total: Tenure	6 rooms	10,651	1,303	4,696	3,577	838	237		15,312	1.438
E41000122 Havant	Total: Accommodation type	Total: Tenure	7 rooms	5,825	401	2,114	2,415	649	246		9,875	1.695
E41000122 Havant	Total: Accommodation type	Total: Tenure	8 or more rooms	6,128	263	1,551	2,864	994	456		12,085	1.972
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	Total: Number of rooms	35,259	3,972	14,935	12,198	3,071	1,083		52,876	1.500
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	1 room	25	6	12	7	0	0		26	1.040
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	2 rooms	240	84	130	24	2	0		184	0.767
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	3 rooms	1,237	413	661	140	17	6		1,016	0.821
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	4 rooms	4,342	898	2,284	985	134	41		4,820	1.110
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	5 rooms	9,564	1,359	4,688	2,806	573	138		12,571	1.314
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	6 rooms	8,814	786	3,852	3,188	770	218		13,410	1.521
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	7 rooms	5,297	260	1,896	2,295	609	237		9,261	1.748
E41000122 Havant	Total: Accommodation type	Owned: Owned outright or with a mortgage or loan	8 or more rooms	5,740	166	1,412	2,753	966	443		11,588	2.019
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	Total: Number of rooms	276	47	153	62	14	0		319	1.156
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	1 room	0	0	0	0	0	0		0	0.000
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	2 rooms	5	1	3	1	0	0		5	1.000
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	3 rooms	51	9	34	7	1	0		51	1.000
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	4 rooms	82	19	39	20	4	0		91	1.110
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	5 rooms	89	12	49	21	7	0		112	1.258
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	6 rooms	34	3	19	11	1	0		44	1.294
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	7 rooms	9	1	6	1	1	0		11	1.222
E41000122 Havant	Total: Accommodation type	Shared ownership (part owned and part rented)	8 or more rooms	6	2	3	1	0	0		5	0.833
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	Total: Number of rooms	15,627	6,568	6,578	2,068	337	76		12,029	0.770
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	1 room	151	96	52	3	0	0		58	0.384
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	2 rooms	957	579	336	38	4	0		424	0.443
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	3 rooms	3,127	1,823	1,096	193	13	2		1,529	0.489
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	4 rooms	4,767	2,064	2,100	520	71	12		3,401	0.713
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	5 rooms	3,921	1,257	1,821	707	115	21		3,664	0.934
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	6 rooms	1,803	514	825	378	67	19		1,858	1.031
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	7 rooms	519	140	212	119	39	9		603	1.162
E41000122 Havant	Total: Accommodation type	Rented (private or social rented) and living rent free	8 or more rooms	382	95	136	110	28	13		492	1.288

Appendix B – Local and National Cycle Routes



DO NOT SCALE

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SITE

TRAIN STATION

NATIONAL CYCLE ROUTE

LOCAL CYCLE ROUTE

TITLE
NATIONAL & LOCAL
CYCLE ROUTES

PROJECT
WELLINGTON WAY, WATERLOOVILLE

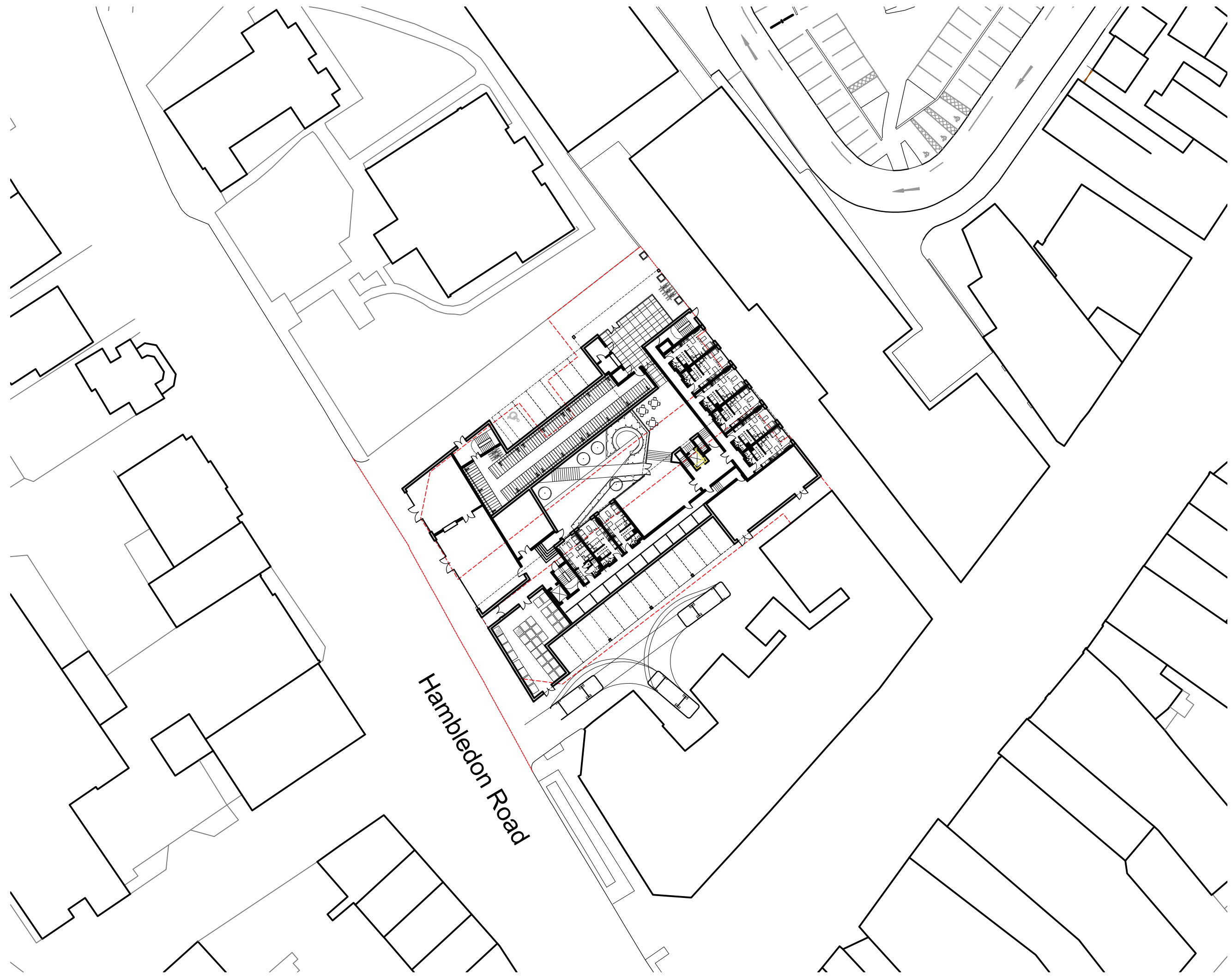
**Royal
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JOB No.	PB8382
DRAWN	MT
AUTOCAD REF.	PB8382 SK01.DWG

DATE	16/07/2018
CHECKED	PM
DRG No.	PB8382

SCALE	N.T.S
PASSED	PM
REV	P0

Appendix C – Architects Layout Plans



Rev.	Date	Details
Issued for:		
Project/Client:		Project No:
		Dwg No:
		Rev:
Drawing:		Scale: @
		Drawn By:
		Checked By:



27 Glasshouse Studios, Fryern Court Road, Farnham, Hampshire, SP6 1QX
T: (01425) 6558

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Appendix D – Vehicle Swept Path Analysis

DO NOT SCALE



Hall

orge's

LBs

Hall

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orge's

LBs

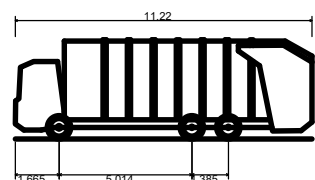
Shelter

Shelter

El
Sub Sta

Shelter

50.0m



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m

TITLE

SWEPT PATH ANALYSIS -
11.2m REFUSE VEHICLE

PROJECT

WELLINGTON WAY, WATERLOOVILLE



2 Abbey Gardens,
Great College Street,
Westminster,
London, SW1P 3NL
Tel +44(0)207 222 2115
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PB8382

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22/08/2018

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PB8382 TR01.DWG

DRG No.

TR01

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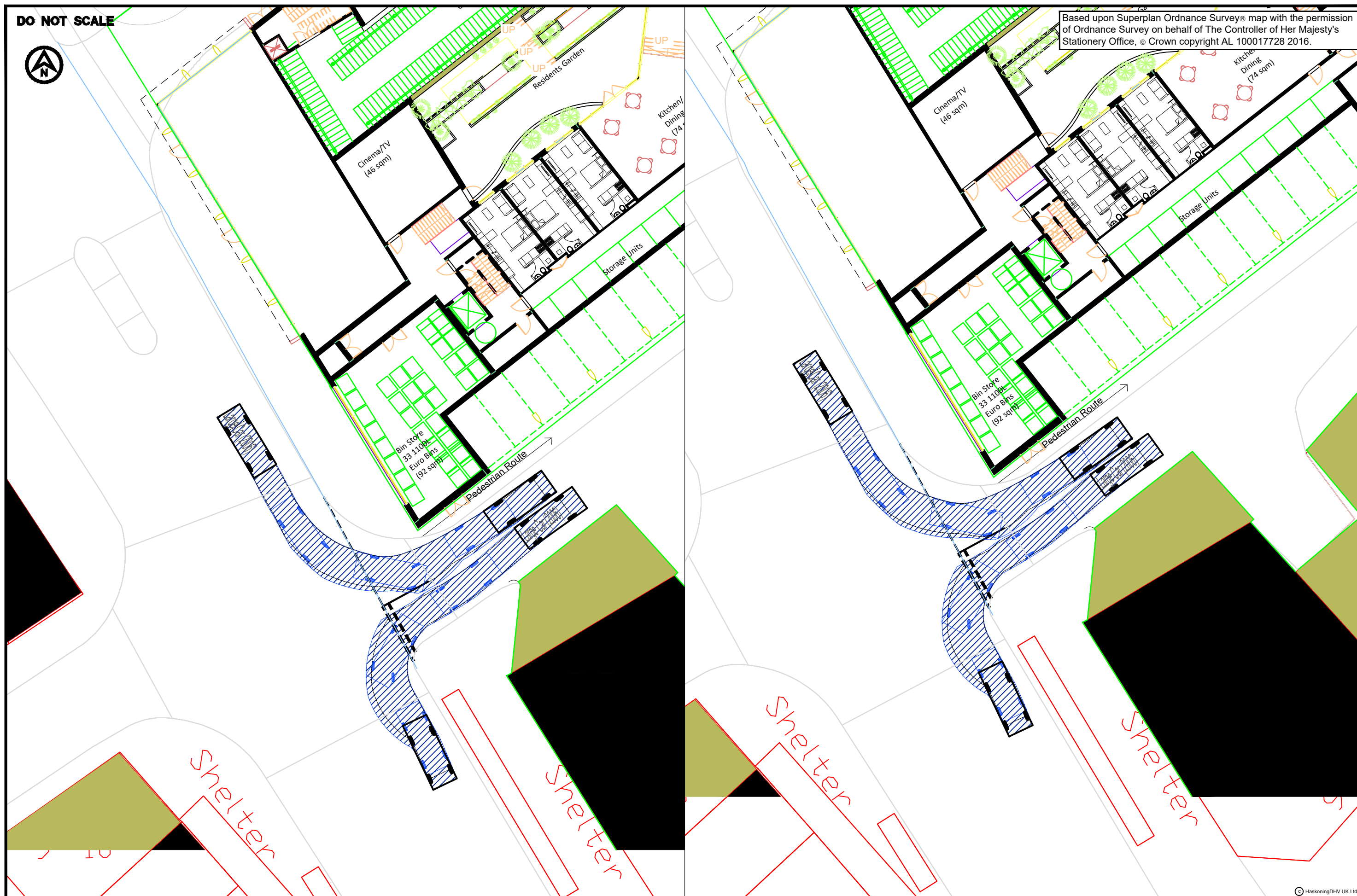
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TITLE

SWEPT PATH ANALYSIS -
LARGE CAR

PROJECT

WELLINGTON ROAD - WATERLOOVILLE



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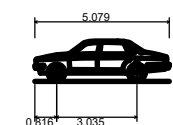
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REV P1

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Large Car (2006)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Track Width
Lock to lock time
Kerb to Kerb Turning Radius

5.079m
1.872m
1.525m
0.310m
1.831m
4.00s
5.900m

TITLE

SWEPT PATH ANALYSIS - LARGE CAR

PROJECT

WELLINGTON WAY,
WATERLOOVILLE



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