

REPORT

Wellington Way, Waterloooville

Transport Clarification Document

Client: CPI Wellington Way 2 Ltd

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HASKONINGDHV UK LTD.

2 Abbey Gardens
Great College Street
London
SW1P 3NL
Transport UK
VAT registration number: 792428892

+44 207 2222115 **T**
info.london@uk.rhdhv.com **E**
royalhaskoningdhv.com **W**

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Author(s): Mustafa Tarig

Drafted by: Mustafa Tarig

Checked by: Phil Marshall

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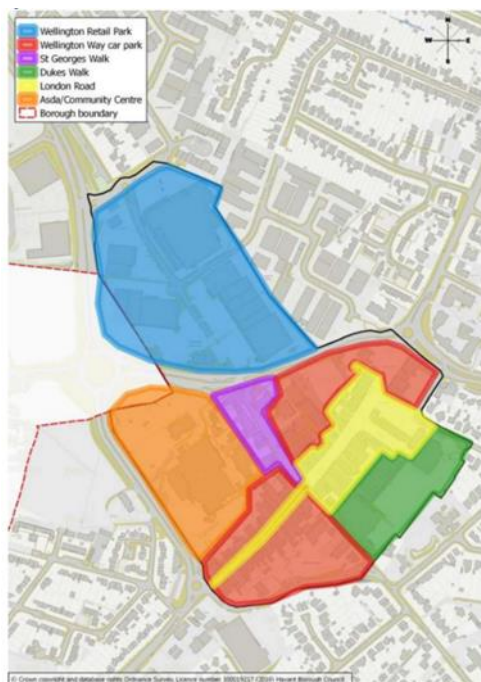
1.1 Introduction

- 1.1.1 Royal Haskoning DHV has been commissioned by CPI Wellington Way 2 Ltd ‘the Client’ to provide transport and highways consultancy advice regarding their development site at Wellington Way, Waterlooville. A planning application (reference APP/18/00234) for the redevelopment of the site has been registered by Havant District Council as the Local Planning Authority. The application proposes the site would be redeveloped to include 264 residential studio units, together with an A2 Estate Agent unit at ground floor fronting Hambledon Road.
- 1.1.2 This Transport Clarification Note has been produced to address comments received from Hampshire County Council (HCC) as the Local Highway Authority on 10 May 2018 (included as Appendix A), HCC’s comments relate to the submitted Transport Assessment, Travel Plan and Transport Assessment Addendum.
- 1.1.3 For clarity, comments are provided replicating the same headings as within the HCC response.

1.2 Policy Background

- 1.2.1 Policy KS2 within the Draft Havant Borough Council Local Plan 2036 outlines the development strategy for Waterlooville Town Centre. The site falls within the “Wellington Way car park” area defined within the Waterlooville Town Centre Areas. **Insert 1** shows the areas within Waterlooville Town Centre defined by Havant Borough Council.

Insert 2 – Waterlooville Town Centre



1.2.2 Policy KS2 states the following:

“Within Waterloooville Town Centre, planning permission will be granted for proposals that deliver:

- *A positive impact on the quality, vitality and viability of Waterloooville Town Centre as a whole whilst respecting and enhancing the distinct character of the particular area in which the development is proposed;*
- *Improved pedestrian connectivity with the residential areas surrounding Waterloooville Town Centre, including Berewood and Wellington Park (Policy KS7);*
- *Enhancement of the main route through the town centre in a way which provides accessibility for all in society through the use of consistent, high quality surface treatments, landscaping, signage and street furniture including seating;*
- *Mixed housing types, tenures, sizes and densities that meet the needs of all, including younger and older age groups;*
- *Safe, convenient and welcoming road crossings within and around the town centre;*
- *Minimisation of anti-social behaviour and other crime and the fear of these;*
- *Development that adapts to the dynamic retail/leisure market and innovation in residential products through phasing of individual site elements within the comprehensive town centre master plan framework; and*
- *Deliver the fastest digital communication technology available across the town centre in line with Policy IN1.*
- *Retention and integrated of the protected trees found within the town centre.*

Wellington Way and North-East London Road - *the focus for high quality, high density residential development and a new transport interchange. Within the residential development opportunity areas planning permission will be granted for:*

- *Residential development that contributes to the delivery of 600 new homes within the town centre as a whole and provides opportunity for innovative residential products in line with Policy DR1;*
- *High density development reflecting the high accessibility and proximity of shops and services together;*
- *Development which respects the relationship with the suburban areas of Waterloooville outside of the town centre in its density profile, design and layout;*
- *Development that creates a sense of place, demonstrating high quality, contemporary design, landscaping, surface treatments and open space for residents, such as balconies or shared roof 32 terraces;*

- *Development that contributes to a new multi-storey car park (including electric vehicle charging points), bus stops and car share club accessed off and on to Maurepas Way; and*
- *Development that supports improved pedestrian access to London Road precinct and Wellington Retail Park.”*

1.2.3 The proposed development is a high density residential development, including an innovative housing product. It thus accords with policy KS2.

1.3 Existing Conditions

1.3.1 Comments noted – no further response required.

1.4 Personal Injury Accident Data

1.4.1 Comments noted – no further response required.

1.5 Sustainable Transport Accessibility

Bus & Rail Travel

1.5.1 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.

1.5.2 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.

1.5.3 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.

1.5.4 Descriptions of the routes to the stations are set out in the following section.

Cycle Accessibility

1.5.5 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.

1.5.6 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.

- 1.5.7 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. 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.
- 1.5.8 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 provide 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.
- 1.5.9 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.
- 1.5.10 Figure 1 shows the local and national cycle routes accessible from the site.

Walking Accessibility

- 1.5.11 Comments noted – no further response required.

1.6 Car Parking

- 1.6.1 The proposals for car parking should be read in conjunction with the “Build-to-Rent The Lifestyle” document submitted regarding the development. It is to be expected that residents of the development will make conscious choices regarding car use and car ownership before they move to the site. As such the demand for parking from residents is expected to be considerably lower than other schemes in Waterlooville.
- 1.6.2 Further 2011 Census data has been acquired and reviewed to validate car parking expectations. The additional data reveals that there were 176 no. one habitable room dwellings identified within the Census for Havant borough as a whole. These units equated to less than 0.3% of the 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). A summary of the Census data is included as **Appendix B**.
- 1.6.3 It is not possible from Census data to ascertain where these one habitable room apartments are with Havant, or how many are in Waterlooville. However it is reasonable to expect the proposed development has similar and most likely better access to public transport and other local services than the existing one habitable room dwellings.
- 1.6.4 Car ownership for the 151 no. one habitable room dwellings was 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.

- 1.6.5 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 a more likely starting point.
- 1.6.6 Application of the 0.384 ratio to the 264 units suggests an unmitigated parking demand of **101** cars.
- 1.6.7 It is proposed to provide 3 disabled parking bays on site, leaving a residual unmitigated demand on site for 98 cars.
- 1.6.8 The 10 of the remaining 14 parking spaces on site would be allocated for use by the car club. Four spaces on site would be retained for the use by permitted residents.
- 1.6.9 Further off site parking provision has been agreed with Havant Borough Council. 20 business parking permits are available, allowing 24 hour access to Wellington Way and Rockville Drive car parks. In addition, up to 50 shoppers permits are available, allowing access to town centre car parks between 4pm and 10.30am.
- 1.6.10 This provides a parking supply of 77 spaces (excluding the car club). For 264 units this equates to a ratio of 0.292 spaces per unit, almost matching the likely demand without even taking account of the car club.
- 1.6.11 The 10 car club spaces would be attractive to many residents, indeed the Carplus Annual Survey of Car Clubs 2016/17 research revealed that each car club space resulted in 10.5 cars being taken from the road. Applying the full 10.5 ratio for the 10 car club spaces (equivalent of 105 cars) would cater for all parking demand for the development on their own.
- 1.6.12 Using a conservative estimate that each car club space offset the requirement for three cars, then that would mean there were effectively 107 spaces for the 264 units. This would provide a ratio of **0.405** spaces per unit, in excess of the worst case 0.384 ratio calculated above.
- 1.6.13 Waterlooville town centre is subject to a wide range of parking controls and restrictions that are enforced in the standard way. Were new residents to breach these restrictions then they would be subject to enforcement in a similar way to any other driver.
- 1.6.14 The building operator would be responsible for the management of on site parking and enforcement of the issued parking permits.
- 1.6.15 All parking permits are to be allocated by the Travel Plan Co-ordinator, who would monitor usage. It would be expected that residents would apply for a permit, detailing why they required a permit, and their typical place of work. Were the demand for permits to exceed supply, those residents with a demonstrable requirement for access to a car for employment would be prioritised.
- 1.6.16 All permits would be time limited so that allocations were regularly monitored and could be changed in accordance with individuals circumstances and requirements.

1.7 Cycle Parking

- 1.7.1 The proposals for cycle hire will be developed as part of the Travel Plan to be finalised before occupation, once an operator is chosen. It is expected that the building operator will be responsible for the day to day management of the cycle hire scheme, with residents able to book a bicycle in advance on line. Maintenance of the cycles would be organised by the building operator. Demand for hire cycles will be monitored by the Travel Plan Co-ordinator and if deemed necessary that more cycles are needed this will be addressed.
- 1.7.2 It is noted that dockless cycle hire solutions are becoming more widespread, and that by the time the development is ready to be occupied this may be an appropriate solution.

1.8 Car Club

- 1.8.1 The day to day running of the car club would be sub contracted 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.
- 1.8.2 Initially, it is proposed to provide parking on site for 10 car club vehicles. 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.
- 1.8.3 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. For instance it could be possible to allocate additional car club spaces by reducing the number of on site resident parking bays, however residents using these spaces would then have to be offered alternative parking options.

1.9 Site Access

- 1.9.1 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 architects drawings within **Appendix C**. The northern route will have active frontage from the estate agents 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.
- 1.9.2 It is thus expected that the northern route will be the most attractive pedestrian route and hence attract 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.
- 1.9.3 Both routes are culs de sac 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.

- 1.9.4 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.

1.10 Trip Generation

- 1.10.1 It is common ground that the proposed development is not typical of other schemes in Waterlooville, and that there may not be directly comparable local examples.
- 1.10.2 The TRICS 7.5.1 database was interrogated in order to identify similar sites to proposed development. **Table 3** provides a summary of sites located within the TRICS database that were identified to have similar attributes to the proposed development.

Table 3 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		

- 1.10.3 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 4**.

Table 4 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

- 1.10.4 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.
- 1.10.5 The TRICS data has also been reviewed in terms of modal share, especially car usage. This analysis is summarised in **Table 5**, 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 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%

- 1.10.6 From **Table 5** 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 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.
- 1.10.7 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 within **Table 6**.

Table 6 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%

- 1.10.8 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 as **Table 7** for the 264 dwellings.

Table 7 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

- 1.10.9 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 7 appear reasonable.

1.11 Trip Distribution

- 1.11.1 Review of the forecast peak hour impacts from Table 7 reveals the pm peak generates slightly higher pedestrian movements. These figures have therefore been used to consider trip distribution.
- 1.11.2 The greatest number of trips would be walking trips (42 movements within an hour). These walking 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.
- 1.11.3 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.

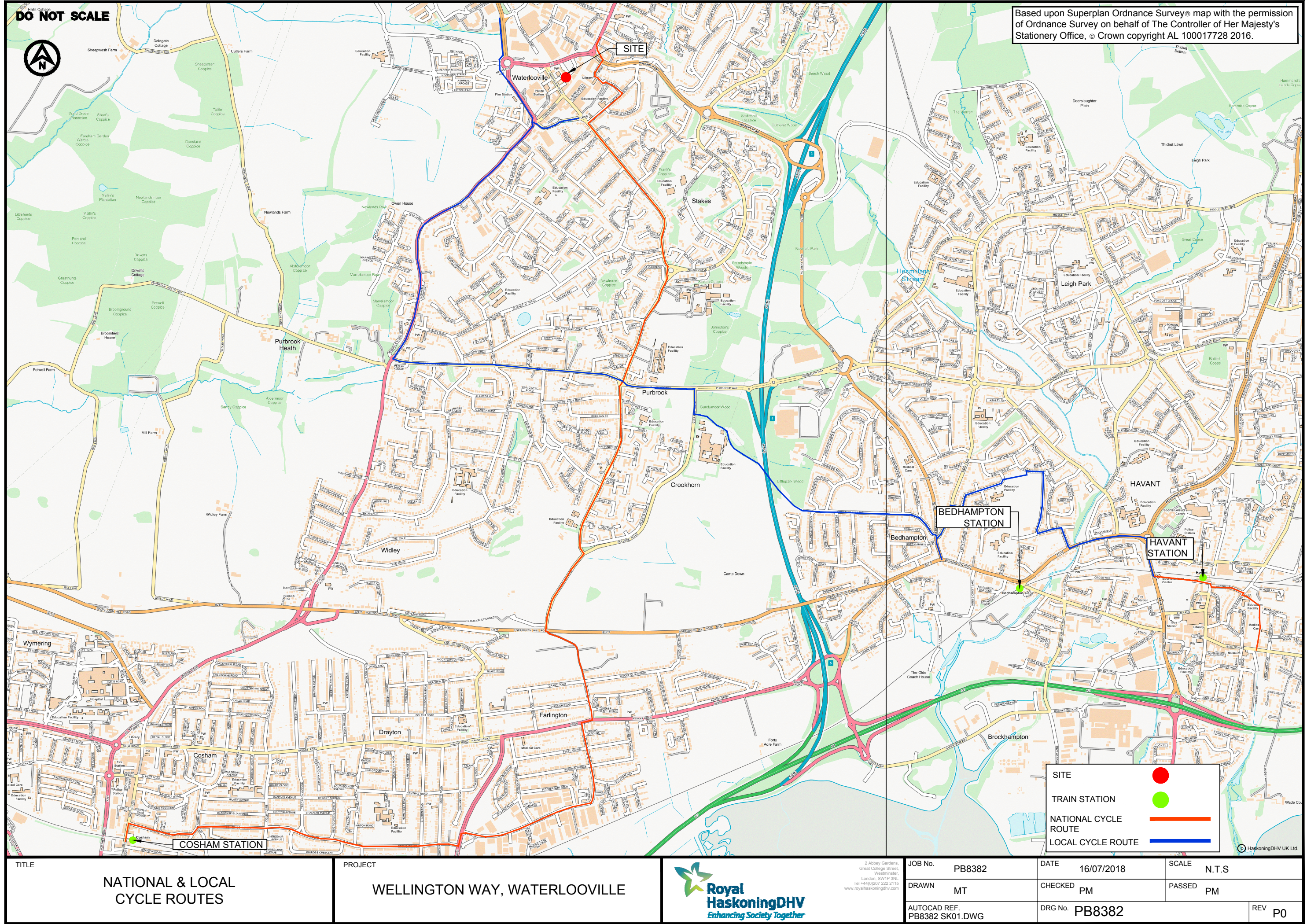
1.12 Traffic Impact

- 1.12.1 The trip generation forecast presented at Table 7 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 and Rockville Drive car parks. 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.

1.13 Travel Plan

- 1.13.1 As set out previously, it is acknowledged that managing the travel plan for the site will be very much a live role, that would need regular input to manage residents travel requirements.

Figure 1 – Local Cycle Routes



Appendix A – Hampshire County Council Comments



Head of Development Planning

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

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055

www.hants.gov.uk

<i>Enquiries to</i>	Holly Drury	<i>My reference</i>	6/3/13/183 (APP 1641)
<i>Direct Line</i>	01962 846877	<i>Your reference</i>	APP/18/00234
<i>Date</i>	10 th May 2018	<i>Email</i>	Holly.drury@hants.gov.uk

For the attention of David Eaves

Dear Sir

Wellington Way and, 95-101A London Road, WaterlooVille – Demolition of existing shopping parade and redevelopment of the site to provide a nine storey building consisting of 264No. 1 bed/studio build to rent apartments and associated amenity facilities, a D2 gym and A3 café, together with associated parking and landscaping.

Thank you for the opportunity to comment on the above application. The development proposes the redevelopment of 1530sqm of retail space to provide 264 residential studio units set over 9 floors, with some ground floor space provided for D2 gym (100sqm) and A3 café (62sqm) use. Associated car and cycle parking has been proposed alongside the development.

Policy Background

The policies noted and addressed are considered acceptable. However, no mention has been made to the Draft Havant Borough Council Local Plan to 2036 which references all allocated sites for residential and employment development.

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.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Existing Conditions

Currently, the site comprises a 2 storey shopping centre within Waterlooville town centre.

As a result of the site's central location, public transport infrastructure links are in close proximity to the development with the nearest bus stop to the site an approximate 70m walk on Hambledon Road.

Both the Wellington Way and Rockville Drive car park lie in close proximity to the site and provide the option for residents to park (assessment of which is provided in the parking review).

Personal Injury Accident Data

A summary of PIA data has been carried out for the most recent 5 year period spanning until 31st October 2017. It is noted that 3 accidents have occurred within the immediate vicinity of the site, of which none can be attributed to safety issues within the highway. As a result of the low accident frequency, no further action is deemed necessary.

Sustainable Transport Accessibility

Bus & rail travel

As previously mentioned, the nearest bus stop to the site lies approximately 70m away on Hambledon Road, where a total of 3 stops are located. These stops provide access to a number of bus services with varying frequency, ranging from the Star 7, operating every 10 minutes, to the 37 which is an hourly service. A table demonstrating the available services is below:

SERVICE	ROUTE	WEEKDAY FREQUENCY
D1	Waterlooville – Hambledon The Gardens	Every 30 minutes
D2	Waterlooville – Denmead Green	Every 30 minutes
Star 7	Portsmouth – Waterlooville – Wecock Farm	Every 10 minutes
Star 8	Portsmouth – Waterlooville - Clanfield	Every 15 minutes
37	Havant - Purbrook – Waterlooville - Cowplain – Horndean – Clanfield - Petersfield	Every 60 minutes
39	Wecock Blackbird Close – Waterlooville – Purbrook – Bedhampton – Leigh Park – Havant Bus Station	Every 12 minutes

The star 7 and 8 route runs across the day with the services starting at around 5.30am and running till midnight Monday to Friday. Saturdays, Sundays and Bank Holidays have a similar level of service although starting later in the morning with the latest start time being 7.59am on Bank Holidays.

The Star 7 and Star 8 routes both serve Portsmouth QA hospital with a journey time of approximately 25 minutes.

The D1 route runs between Waterloooville and Hambledon. This route is only hourly and runs between 7am and 5pm. This is similar for the D2 route which runs between Waterloooville and Denmead. Currently, routes D1 and D2 are subsidised as a result of the Berewood development contributions, however this will end in January 2019. Given ongoing talks regarding the funding for buses, it cannot be assumed that funding for this service will be found after this time or that the route will be commercially viable. Discussions with the operators should be had to determine whether measures can be taken should the route not be considered commercially viable.

Route 37 runs between Petersfield and Havant and provides an hourly service. It does however provide a connection between Havant town centre and Waterloooville precinct between 7.30am and 7pm. Route 39 is a more frequent service which also provides access to Havant town centre and South Downs College.

Cosham rail station has been identified in the transport assessment as the most suitable location for multimodal trips via bus and rail despite its distance. However, no assessment has been carried out regarding the journey time for this route, this should be established.

Bedhampton and Havant rail stations are closer to the site but still considered some distance for cycling. An assessment should be undertaken of the cycling route and any measures required to encourage cycling identified in order to support sustainable travel to the site. In order to confirm the ability of the stations to accommodate additional cycling the number of cycle parking locations available should be ascertained along with the level of use.

Cycle Accessibility

Wellington Way is situated between a local and national cycleway which provide a continuous route into Waterloooville and other nearby locations. Provision of cycle infrastructure to link to these existing routes should be identified to both promote cycling from the site to key destinations and improve the safety of those choosing to cycle.

Walking Accessibility

Given the site's central location within Waterloooville town centre, walking distances to key amenities are low. Pedestrian crossing facilities currently serve Hambledon Road and provide a direct route through to the ASDA store located to the east of Maurepas Way. A signalised pedestrian crossing is provided across the A3 for those wishing to access Sainsburys or the wider business park.

Other key locations are included within the TA, demonstrating that walking distances are low and therefore acts as an attractive method of travel to a number of locations around Waterlooville.

Car Parking

Car parking is proposed for 18 spaces on-site, with a further 50 permits available for residents to purchase for local car parks (Wellington Way and Rockville Drive car park). Generally parking matters are dealt with by Havant Borough Council. The Highway Authority only comment on the impact of any parking on the safe operation of the highway.

Within the application no justification has been provided as to the number of parking spaces proposed or the way in which these parking permits will be allocated. The permits would be available to allow parking within the allocated car parks between 18:00 and 08:00 hours. There is no guarantee of a parking space however at this time. Parking charges in the area are currently only charged between 08:00 and 18:00 hours Monday to Saturday. The permits will therefore have limited value without additional parking charges being applied. There is a restriction during the charged times to a maximum stay of 3 hours. With this restriction in place on a Saturday clarity is sought from the applicant on the proposed parking arrangements for residents outside of these permit hours including on a Saturday.

Whilst it is noted that car ownership is considered by the applicant to be lower for the location and type of development, the number of spaces proposed cannot be agreed until justification has been provided as to the number of spaces, and also the way in which these permits will be allocated. Census data has been assessed within the application and demonstrate that car ownership for the area and development type to be 0.56 cars per dwelling which equates to 148 vehicles.

It is vital to establish how resident parking will be managed outside of the permitted times and how the development can ensure that there is no negative impacts from overspill parking.

Cycle Parking

265 cycle parking spaces are provided for residents of the development and a further 6 short stay spaces are proposed for visitors of the gym/café. A rental cycle system is also proposed, which will be available from the building management team. Details of how this will be managed and secured in the long run should be provided. This provision must also be supported by good cycling connectivity and this should be reviewed and evidenced to support the application.

Car Club

Two interested companies have made proposals regarding a potential Car Club for the development, with bays to be provided on site to accommodate for this. Similarly to the rental cycle system being proposed, details of how this will be managed in the long run should be included to ensure this ongoing

service is maintained. Details are also required relating to the number of vehicles which will be stored onsite as this will impact on the number of car parking spaces required.

Site Access

Vehicle access to the site is only expected for those working at or servicing the building. It will also access parking spaces for the car club. It is proposed to maintain the existing service access to the site although with changes to make it shared space. Additional information is required regarding this arrangement including expected number of pedestrian/cycle and vehicle movements. A clear drawing showing the arrangement here should be provided.

Swept path drawings have been provided for a super large refuse vehicle and a 10m rigid lorry. These demonstrate that with the access arrangement as proposed there is limited space for a vehicle of this type to pass a pedestrian or cyclist. The design should be amended to allow two cars to pass each other and sufficient space for a large vehicle to pass a pedestrian/cyclist.

Trip Generation

Trip rates for the site have been derived from the TRICS database. Two way AM peak hour vehicular trips are proposed at 49 and 52 in the PM, with daily vehicle trips totalling 520.

The data provided however cannot be considered to be representative of the type of development proposed. The rates obtained are for 'Affordable/Local Authority Flats' and not for privately owned/rented properties. In addition the range selected is for development smaller in scale and the data is outdated with the range being between January 2009 and January 2015.

The sites themselves can also not be considered to represent the Waterloo area. For example Wellington Road in Brighton is within a 20 minute walk from a Brighton railway station and Brighton city centre. The same can be said for the site in Winchester. None of the developments within TRICs are of a similar size or scale.

The trip generation data therefore must be reviewed in order to ensure a realistic estimation of trip generation can be established.

No additional trips have been assessed for the proposed gym and café. An assessment of the level of trip generation from these sites should be provided as they have the potential to be trip attractors.

Trip Distribution

Distribution of trips from the site has been derived via travel to work census data and proposes that the majority of people travelling to work will either go to Havant (39%) or Portsmouth (30%). 12% of the total residents work within the Waterloo area. This equates to 29 people. Given the central location

of the development it is acknowledged that these people are more likely to walk or cycle to work.

There is a potential for travel to Portsmouth to be undertaken via the Star bus services from the stop on Hambledon Road.

However there are still going to be vehicle trips on the network and these have not been assessed and the distribution established to understand the impact on the highway network. This work should be undertaken to support the assumptions within the application.

Traffic Impact

The impact of the development must be carefully considered. Whilst it is acknowledged that the presence of the Star services creates an attractive transport mode based on the evidence provided to date there will still be significant vehicle movements from the development. Whether these are by privately owned cars, taxi's or from the car club these trips will still be new to the immediate network. Consideration must be given therefore to the impact of the development on the surrounding highway network.

Travel Plan

The Travel Plan (TP) supports a residential-led mixed use development of 264 studio apartments as part of the redevelopment of Wellington Way Shopping Centre, Waterlooville. It is understood that the TP is in support of an application for full planning consent, and hence the document should be entitled 'Travel Plan', 'Interim Travel Plan' or 'Residential Travel Plan', rather than 'Framework' Travel Plan.

The travel plan has given some thought into the measures which seek to maximise the potential of sustainable travel opportunities. Notwithstanding this there are omissions in the TP which need to be addressed for it to be acceptable:

- The measures are quite narrowly reliant on the provision of cycle parking, reduced car parking and car club promotion. Evidence should be provided of liaison with local cycle shops, bus companies and measures to encourage walking and public transport.
- Work is also required to demonstrate that the TP will be marketed effectively to residents and prospective buyers.
- Although they have been defined as outside the scope of the TP, this is a good opportunity for the applicant to commit to cycle parking for the café and gym. It is reasonable to assume a proportion of trips to these facilities will be external to the development.
- Management and funding of the Travel Plan needs further consideration and detailing, particularly in terms of an indicative budget for measures and Implementation Plan items and consultation with residents.

Introduction

The introduction must be amended before the TP is acceptable.

Since the TP is in support of an application for full planning consent, this should not be titled as a 'framework' Travel Plan, but 'Travel Plan', 'Interim Travel Plan' or 'Residential Travel Plan'.

A small gym and café are included on the ground floor of the development for the use of residents and public. The TP states that trips to these facilities are likely to be internal from the development and hence the TP focuses on the tenants of the residential element of the application. This is considered acceptable, but it is suggested that the TP (and Transport Assessment) offer a good opportunity to encourage sustainable access to these developments for the proportion of non-internal trips.

In addition, it would be beneficial to see a clear statement of the motivation for the TP. This could refer to maximising the site's potential for sustainable access, or supporting the relatively low level of car parking proposed. Provision of likely construction and opening dates would also be helpful.

Policy and Best Practice

This section is welcomed and is acceptable – reference to HCC's 'A Guide to Development Related Travel Plans' (January 2009) would however be beneficial.

Summary of the proposed development

This section is considered acceptable – a good description of the site is provided, with a focus on parking and access, and a ground floor layout plan is attached in Appendix A.

Sustainable Transport Infrastructure

This chapter is considered acceptable. An appropriate level of detail is provided on bus, train and cycle connectivity, together with a location plan, cycle and bus routes.

Base Position

This chapter needs firmer dates and targets. Modal share has been extracted for Waterlooville from the National Census Method of Travel to Work Data. This is helpful in establishing a baseline for the Travel Plan and interim targets. Commitment is made to undertake TRICS-compliant travel questionnaire surveys after occupation. The following points should also be included:

- A realistic timescale for implementing the survey. This could be based on a % occupancy which should be stated.
- A % response rate to be achieved and measures to meet this target.
- A management strategy for the Travel Plan should be set out, through for example a TP steering group/ resident's forum. Such a forum has good potential given the low level of parking provided and a potential demographic of younger residents. Establishment of a forum should be added to the TPC's responsibilities and the Implementation Plan.

Travel Plan Objectives, Benefits and Measures

This chapter is not acceptable. The over-arching aim of the TP is however clearly stated and supported by six appropriate objectives. The range of benefits the TP will give to residents and the wider community is also set out.

Baseline Data

Given that the baseline data shows car drivers to account for 68% of employed adults and only 25% parking provision is provided for the units, there is considerable work to do in terms of modal shift and this should be reflected in a range of measures. This will also help minimise the potential for informal parking in the area.

Travel Plan Coordinator

Commitment is made to appoint a Travel Plan Co-ordinator (TPC) prior to occupation of the site to act as a point of contact for residents, develop and implement Travel Plan measures, promote the Travel Plan, monitor progress against agreed targets and report to HCC officers. No commitment to fully fund the Travel Plan by the developer is made however and a budget for the TPC work should be provided and be reflected in the Implementation Plan section. Indication should also be provided on the time commitment being made for the TPC role.

In addition to the duties outlined for the TPC, there is an opportunity for a wider consultation with residents on the TP. Information from such a consultation would help inform the TP measures and targets.

Walking

Walking is identified in the Travel Plan as offering good potential. No specific measures are however suggested to encourage this mode. It is recommended that a plan showing key local facilities and their walking times is provided in the Welcome Pack.

Car Sharing

As described in the TP, there is good potential for car sharing at the site. Whilst the developer has committed to providing car club credit to each tenant, use of a car club by residents can be bolstered by a firm commitment on the number of car club spaces to be provided at the development.

Cycling

Rental bicycles will be made available for residents, together with 265 secure parking spaces and a further secure cycle parking area for visitors. Cycling offers a potential for modal shift at the development and should be enhanced by:

- Promotional material, discounts and offers from local cycle shops
- Access to cycle parking for users of the gym and café

Public Transport

There is also the potential for access by public transport. It is recommended that the consultant approach local bus service operators to obtain promotional

discounts for residents, such a measure should be appealing to prospective buyers given the lack of parking spaces for most residents.

In addition:

- No information is provided on encouraging smarter working measures.
- There needs to be mention of the 'My Journey Hampshire' journey planner <http://www.myjourneyhampshire.com/> in the TP as this is a useful and free resource which could be publicised.
- The development sales suite should promote the TP as part of the sale of the residential units. People looking to move should be able to see the TP and the TP measures as an asset to the development – particularly given the low parking provision.
- Provision of welcome packs upon first occupation is welcomed, however what information will be provided to residents further down the line? The following should be considered and committed to where appropriate:
 - Newsletters
 - Website
 - Messaging
 - personalised journey planning
 - notice board
 - travel plan forum

Monitoring and Targets

This section is acceptable. The TPC will monitor the TP through surveys undertaken one year after implementation and every two years subsequently for 5 years which is acceptable.

Preliminary annual modal shift targets are provided, starting with the baseline census data. Some justification is provided on how these targets have been developed with regard to existing travel behaviour and realistic potential for modal shift.

Action-type targets have been provided within an Implementation Plan as described below.

On-going Implementation, Monitoring and Review

This section is not acceptable. An implementation plan is provided which includes key actions for the TPC and other stakeholders.

Actions to be undertaken if the TP targets are not being met are set out. The following issues need to be addressed:

- The occupancy threshold for TP implementation and first travel survey should identified.
- In line with HCC Guidance, a summary of survey information needs to be provided to the Council on a standard form. An on-line survey facility is available via the County Councils Travel Plan monitoring system – iTrace. The Developer should contact the County Council's Travel Plan Adviser for further information.

- Indicative costs should be provided alongside the Implementation Plan measures to give comfort the costs of the Travel Plan have been understood and agreed by the developer.
- The Implementation Plan should be updated in the light of other recommendations on TP measures and management as set out in this review

Summary

This TP is currently not acceptable and it is our recommendation that the above comments are addressed prior to the acceptance of the TP. Further detail needs to be provided, particularly in terms of the TP management, consultation with residents and funding. A wider consideration of hard and soft measures is required if the interim TP targets are to be considered appropriate. Additional 'soft' measures are required to ensure that the TP will be effectively marketed to residents and potential buyers. Please refer to individual sections of this report for more details.

When responding to the above comments in a revised travel plan, the applicant must make reference to the sections and paragraphs of the travel plan where each specific point has been addressed.

Recommendation

Additional information is sought from the applicant relating to the following:

- The Site Access
- Sustainable travel routes
- Car parking
- Car and Cycle Club details
- Trip Generation
- Trip Distribution
- Traffic Impact
- Travel Plan

If you are minded to determine the application before this additional information is submitted, I would request that the application is refused for the following reasons:

- In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated could not be accommodated adequately on the existing transport network. This would result in a severe impact on the road safety and operation of the local transport network contrary to the NPPF and DM12 of the Havant Borough Council Core Strategy.
- In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that proposed access(es) are inadequate to

accommodate the development safely. This would result in an unacceptable impact on the safety of users of the development and adjoining highway contrary to the NPPF and of the Havant Borough Council Core Strategy.

I trust that the above is clear but I would ask you not to hesitate to contact Holly Drury should you wish to discuss anything further.

Yours faithfully

Ben Clifton
Team Leader

CC Peter Marshall, Development Engineer, HavantBorough Council

Appendix B – 2011 Census Extract

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

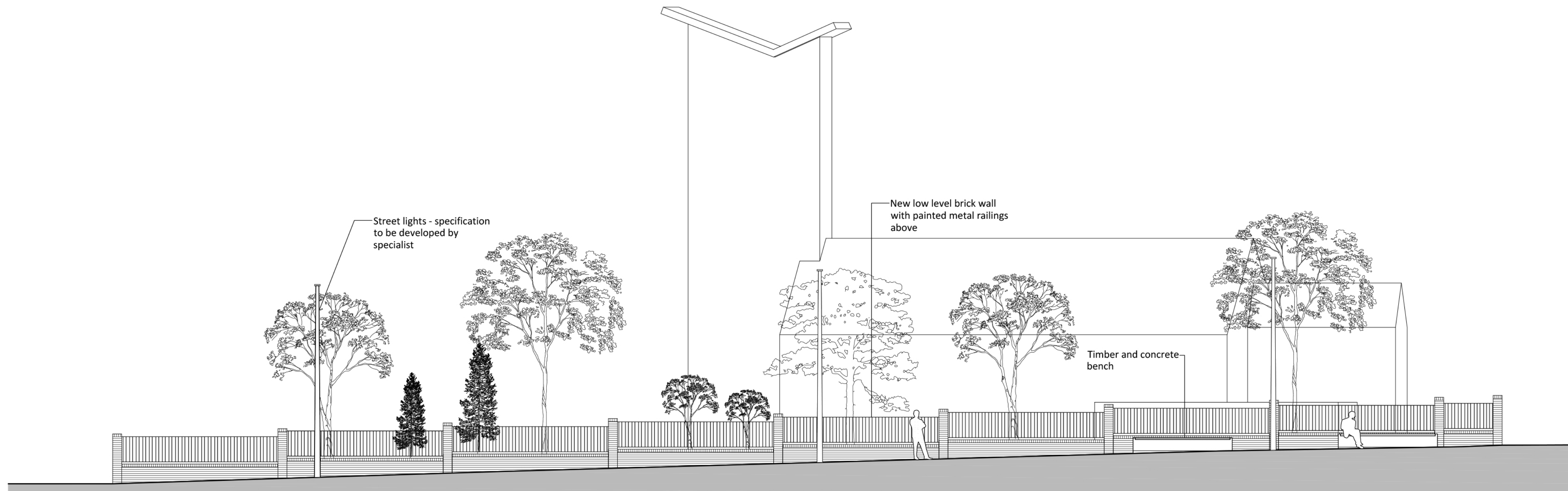
Dataset population : All occupied households (excluding caravans or other mobile or temporary structures)

Geographical level : National to Local Authority - merged LAs

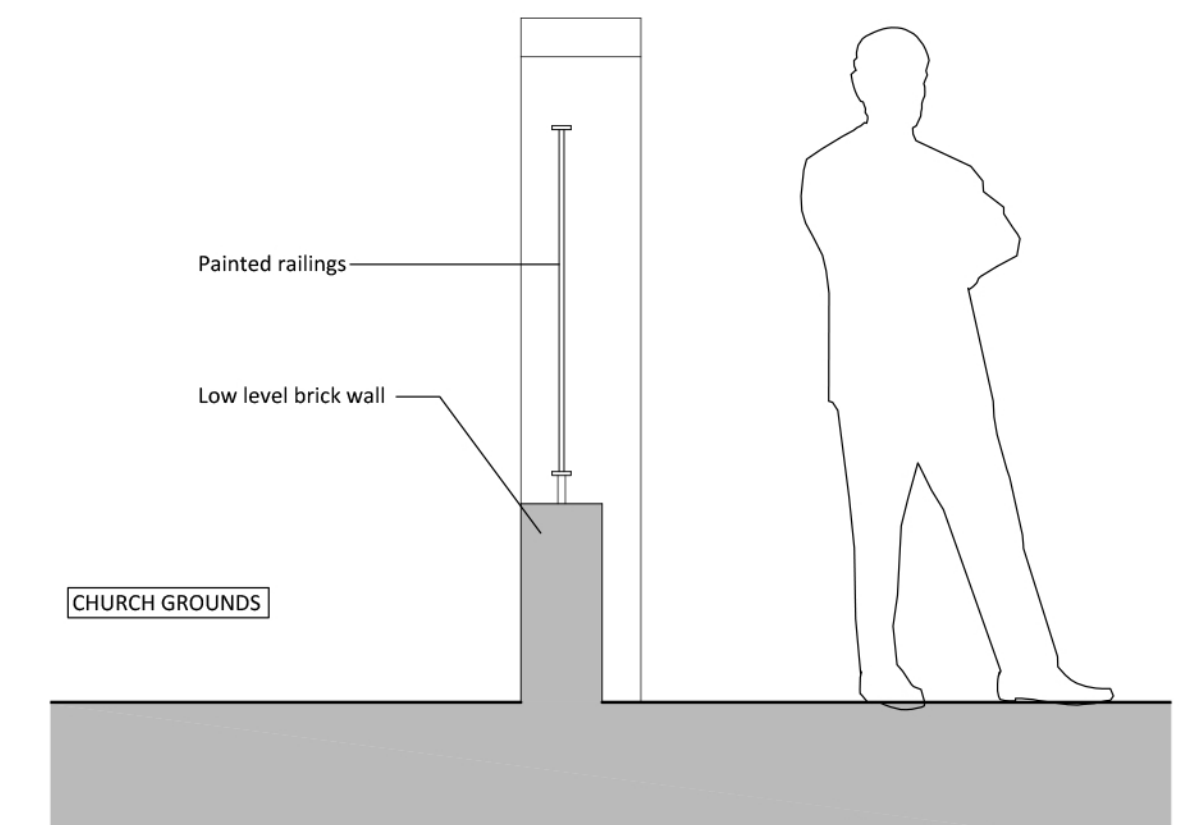
Source : 2011 Census (27 March)

				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

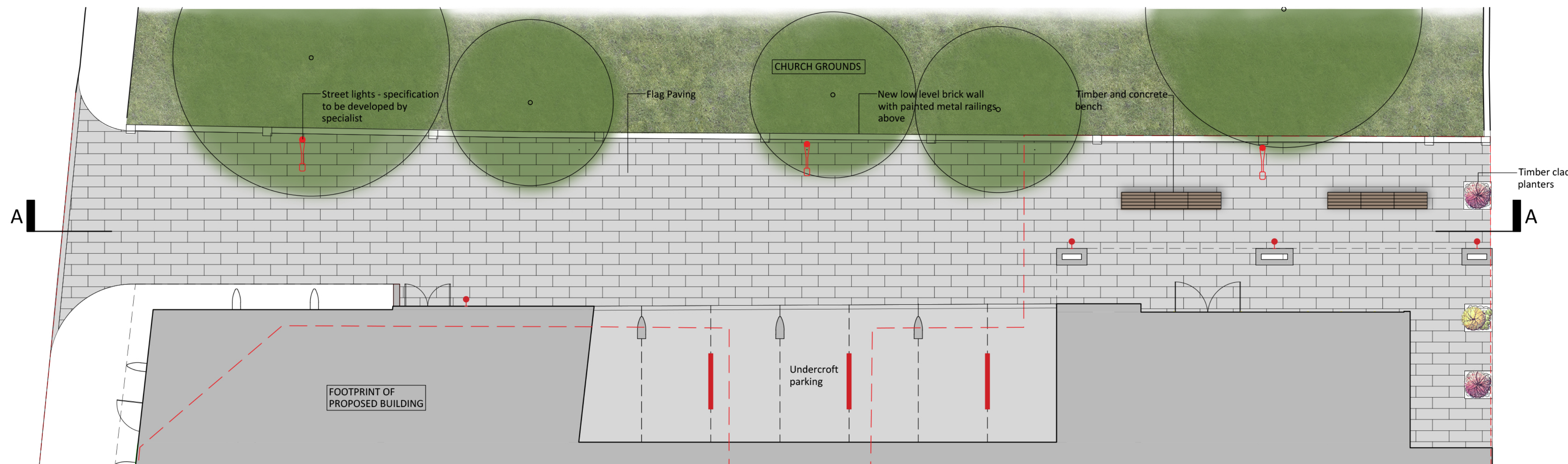
Appendix C – Architects External Works Proposals



01 NW Boundary Elevation (A-A)
scale -1:100



02 Typical Boundary Wall Detail
scale -1:20

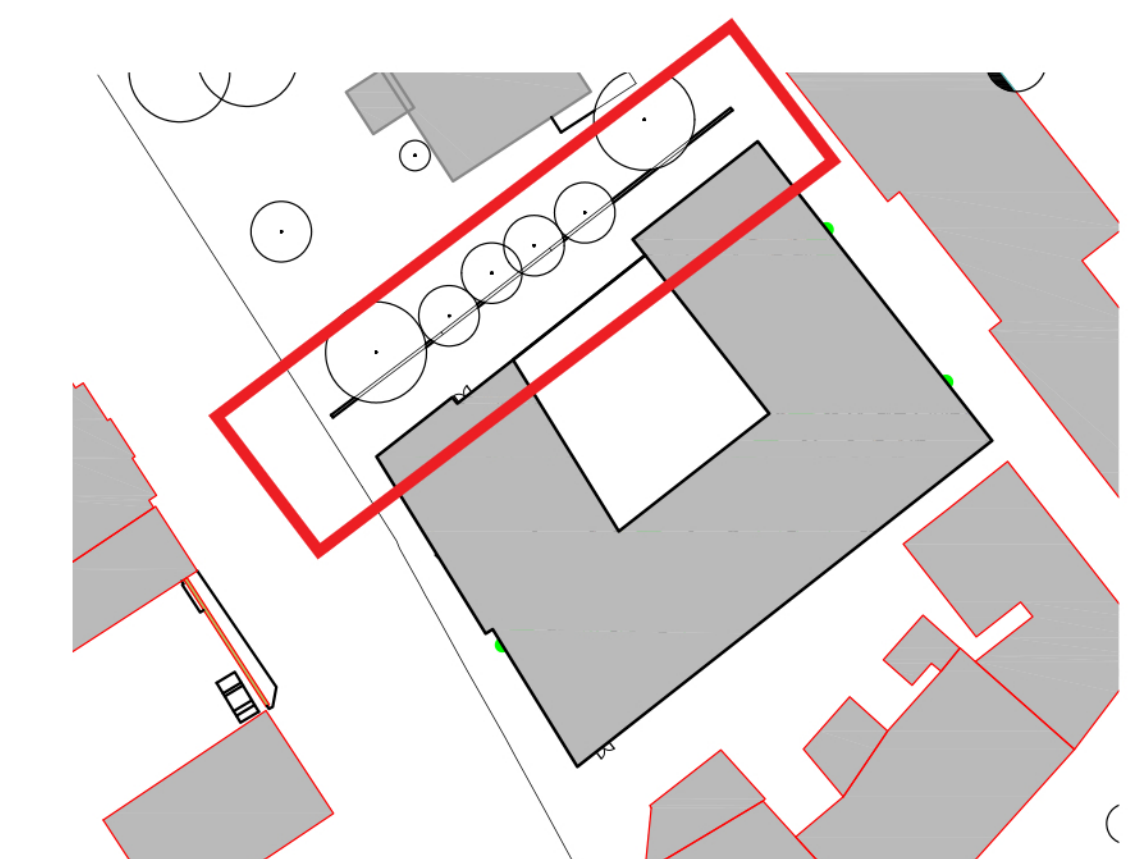
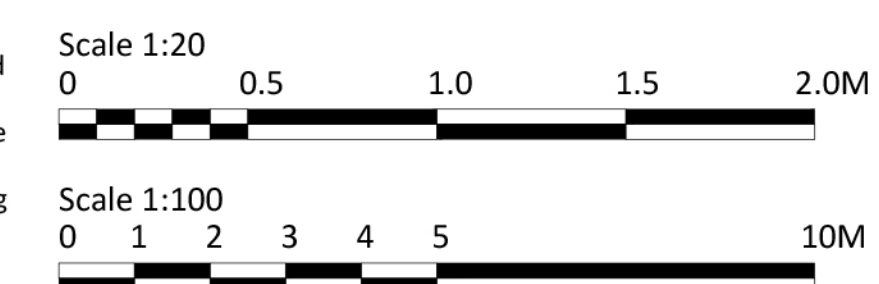


03 NW Landscape Plan
scale -1:100



- Lighting Key**
- Wall mounted light
 - Street light
 - Undercroft ceiling light

- General Notes**
- All drawings are subject to Planning and Building Control Consent.
 - Do not scale drawings, if in doubt ask.
 - The details shown are for design intent purposed only and are subject to further development with suppliers and sub-contractors.
 - Proposals subject to consultation and approval from Building Control Approved Inspector.
 - Setting out dimensions should be checked on-site prior to construction and any discrepancies and/ or omissions should be reported to the Architect immediately.
 - Proposals indicated are subject to ongoing coordination and review with M&E and structural engineers, building control and the planning authority.



04 Plan Key
scale - NTS

Rev.	Date	Details	Drawn	Checked
Issued for:				
PLANNING				
Project/Client:			Project No:	
Wellington Way			17057	
Waterlooville			Dwg No:	
			03	
			Rev:	
Drawing:			Scale:	
External works drawing and boundary treatment			Varies @A1	
Drawn By:		Date:		
AE		07.02.18		
Checked By:		Date:		
JT		07.02.18		



27 Glasshouse Studios, Fryern Court Road, Fordingbridge Hampshire, SP6 1QX
T: (01425) 655806/653639

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Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GU. Registered Number - 07399008

Appendix D – Vehicular Swept Path Analysis

DO NOT SCALE



Hall

George's

LBs

Hall

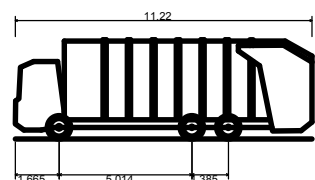
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George's

LBs

Shelter

Shelter



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

Shelter

Shelter

El
Sub Sta

Shelter

Shelter

50.0m

© HaskoningDHV UK Ltd.

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
www.royalhaskoningdhv.com

JOB No.

PB8382

DATE

22/08/2018

SCALE

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DRAWN

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PM

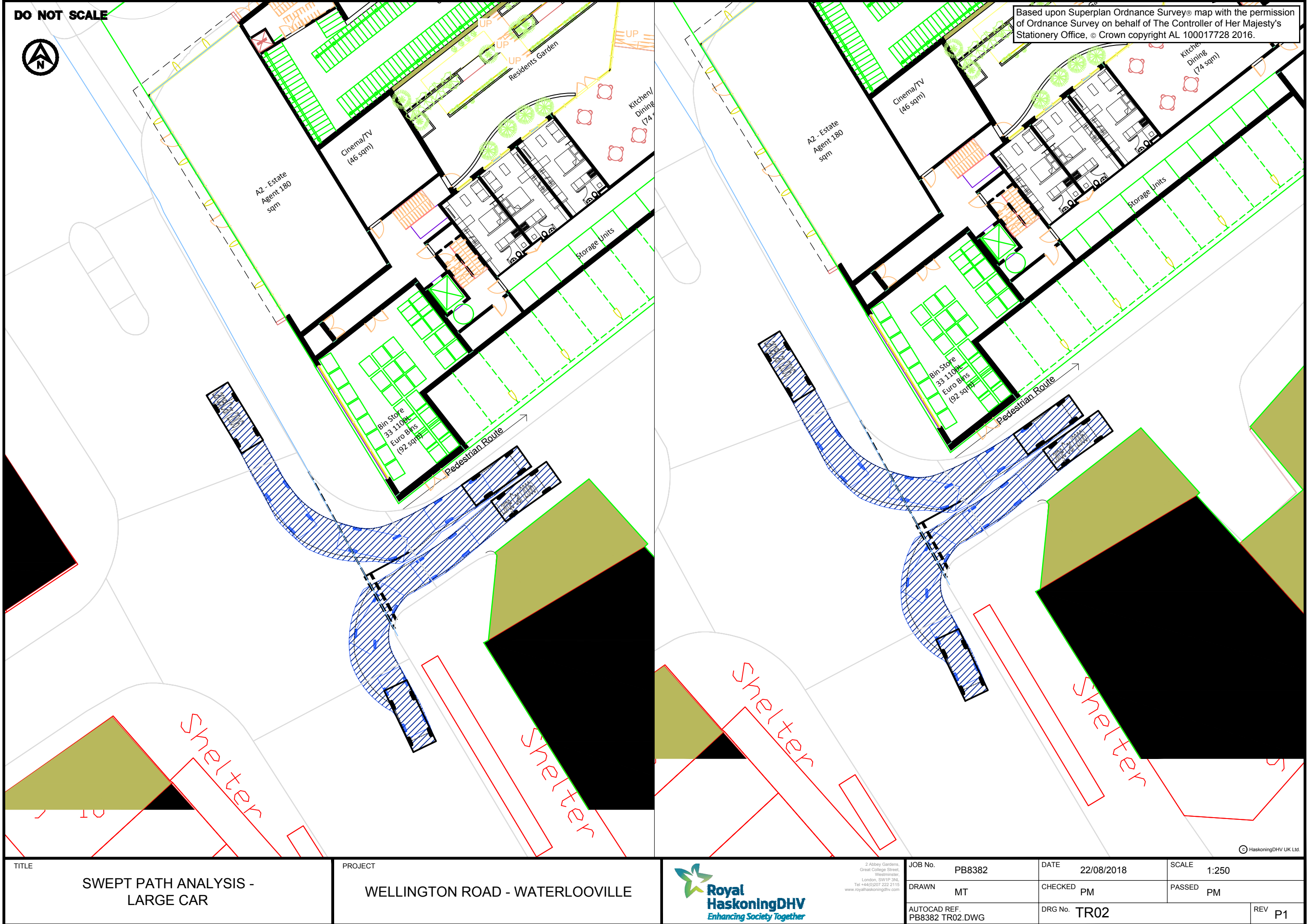
AUTOCAD REF.
PB8382 TR01.DWG

DRG No.

TR01

REV

P1



TITLE
SWEPT PATH ANALYSIS - LARGE CAR

PROJECT
WELLINGTON ROAD - WATERLOOVILLE

 **Royal HaskoningDHV**
Enhancing Society Together

2 Abbey Gardens,
Great College Street,
Westminster,
London, SW1P 3NL
Tel +44(0)207 222 2115
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AUTOCAD REF. PB8382 TR02.DWG	DRG No.	TR02	REV	P1	



A2 - Estate
Agent 180
sqm

Cinema/13
(46 sqm)

Kitchen:
Dining
74 sqm)

Storage Units

Pedestrian Route



A2 - Estate
Agent 180
sqm

Cinema/
(46 sqm)

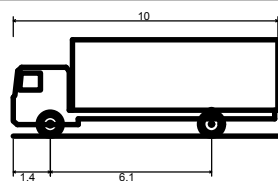
Kitchen:
Dining
(14 sqm)

Storage Unit

33 1100L
Euro Bins
(92 sqm)

Sketches

© HaskoningDHV UK Ltd



FTA Design HG Rigid Vehicle (1998)
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to lock time
Kerb to Kerb Turning Radius

10.000m
2.500m
3.645m
0.440m
2.470m
3.00s
11.000m

TITLE

SWEPT PATH ANALYSIS - 10m RIGID VEHICLE

PROJECT

WELLINGTON WAY, WATERLOOVILLE



2 Abbey Gardens
Great College Street
Westminster
London, SW1P 3NP
Tel +44(0)207 222 2111
www.royalhaskoningdhv.com

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15 m	DRAWN	MT
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PB8382 TR03.DWG

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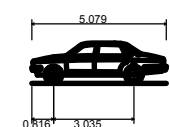
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REV	P1
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DO NOT SCALE



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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



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

JOB No.

PB8382

DATE

22/08/2018

SCALE

1:250

DRAWN

MT

CHECKED

PM

PASSED

PM

AUTOCAD REF.
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