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<i>Direct Line</i>	01962 846877	<i>Your reference</i>	APP/18/00234
<i>Date</i>	14 th April 2020	<i>Email</i>	Chris.Hirst@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 re-consultation on the above planning application. Following the Highway Authority's (HA) response dated 10th May 2018, a Transport Assessment Addendum (TAA) was submitted to address the comments raised within this letter. Following a review of the TAA, the Highway Authority raised further questions on a number of remaining issues. Following further discussions, a Traffic Sensitivity Test note and updated Framework Travel Plan have been submitted. This response addresses all of the updated Highway information submitted since the Highway Authority's last response.

Car Parking

Since the Highway Authority's initial response to this application, the applicant has submitted a separate planning application (APP/19/00513) to provide a three-storey multi-storey car park on the site of the existing Wellington Way car park with a total of 263 parking spaces, representing a net increase of 137 spaces over the existing provision. The car park is intended to serve both the existing demand for the area whilst also accommodating the forecast level of car ownership for the development.

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

The Highway Authority have been consulted separately on this application and have provided a detailed response to the proposals with regards to the layout and delivery under the reference mentioned above.

The accompanying application states that a maximum of 11 cars could queue if they had to wait for a vehicle attempting to park before the flow of traffic on Maurepas Way is obstructed. The Highway Authority is satisfied that this arrangement is acceptable.

It is understood that parking spaces will not be formally allocated to the residents of the proposed new development and the level of parking provision is below Havant Borough Council's (HBC's) parking standards. As such, HBC should satisfy itself as the parking authority that these two factors are acceptable.

Vehicular Trip Rate

Following queries regarding the proposed vehicular trip rates put forward in the TAA, the applicant has carried out a traffic sensitivity test to forecast a worst-case impact scenario on the local highway network.

To derive the vehicular trip rates, the TRICS database was utilised to obtain sample sites in the south east for rented apartments. For comparison, a TRICS assessment was undertaken for rented apartments within the UK, rather than specifically in the south east, which identified lower vehicular trip rates than the south east assessment alone. As such, the TRICS assessment focussing on sites in the south east was utilised.

When applying the parameters noted above, two-way vehicular trip rates of 0.318 in the AM peak hour and 0.348 in the PM peak hour were identified, equating to 84 and 92 respective car trips in the peak hours. These trip rates are considered acceptable to assess of the highway impact for the form of development in question.

Traffic Sensitivity Test

As previously stated, a new multi storey car park will be constructed over the existing Wellington Way car park to accommodate the residential parking associated with this proposed new development. The access arrangement into the existing car park shall be maintained, meaning vehicles will only be able to access the car park by turning left in from Maurepas Way and left out towards the A3/Maurepas Way roundabout.

With all vehicular trips required to route to the A3/Maurepas Way roundabout, the Highway Authority requested that the applicant undertook a traffic sensitivity test to understand what the percentage impact of the development would be on each individual arm of the junction.

Baseline traffic data for the roundabout has been drawn from the Transport Assessment supporting the AQUIND DCO submission, gathered in June 2018. This approach is considered acceptable. Within the AM peak hour,

there is an overall increase of 2.8% in traffic movements at the roundabout when considering vehicular trips from the development. In the PM peak, the percentage increase in movements decreases to 2.5%. Across both peak hours, the Maurepas Way (E) arm of the roundabout experiences the greatest increase in traffic movements as a result of the left in/left out arrangement at the car park directing all traffic onto this approach.

Given the low percentage increase in traffic at the roundabout as a result of the development, the Highway Authority does not require further junction modelling in this instance.

Sustainable Transport

Bus and Rail Travel

As identified in the Highway Authority's previous response, bus service D1 and D2 have been funded by developer contributions from the Berewood development site. Further funding has recently been provided, securing the service along this route.

Bus services to Cosham interchange run approximately 9 times an hour with journey times varying between 14 and 18 minutes. The interchange is a 100m walk to Cosham rail station. The station is located approximately 6km away from the site and it is therefore considered unlikely that trains will represent a substantial form of travel for residents of the development.

Walking and Cycling Accessibility

Given the distance of the nearest train station, there will be a reliance on ensuring that walking, cycling and bus travel is utilised to reduce the number of vehicular trips from the site. A cycling audit was undertaken within the TAA which provided a high-level analysis of the route from the development to the national cycle network. However, the audit did not take into account local aspirations to improve walking and cycling within the precinct.

The Highway Authority has been liaising with the applicant regarding required sustainable transport improvement schemes within WaterlooVille. As a result, the applicant has agreed to pay a financial contribution of £60,000 towards cycle improvement schemes in the centre of WaterlooVille, which is considered appropriate mitigation.

The proportion of residents utilising bus travel and walking and cycling will be closely monitored and promoted through measures within the Travel Plan. Alongside the cycle improvement contribution an onsite rental bike scheme and discounted bus travel vouchers will be provided.

Site Access

Appendix D has been provided within the TAA to track a super large refuse, family car and 10m rigid vehicle through the site accesses. The northern route will provide access to 5 onsite parking spaces, while the southern route will provide access to 12 spaces. The southern route will maintain the existing service access to the building and has therefore been tracked for a super large refuse and rigid vehicle, along with two family cars passing at the southern access. The northern route has been tracked for family cars passing only. With the vehicular trips across the two accesses likely to be low, the risk of two cars passing is minimal. As such, the access arrangements detailed within Appendix D are considered suitable.

Travel Plan

An updated Travel Plan has been produced to address the comments raised within the Highway Authority's previous response. Following a review of the updated document, the TP is now considered acceptable.

The relevant approval and monitoring fees and Travel Plan bond will be secured within the S106 agreement.

Recommendation

The applicant has satisfactorily addressed the remaining Highway matters associated with the application. The Highway Authority therefore raise no objection to the application, subject to the following conditions and obligations:

S106 Obligations

- Prior to occupation, to construct the car park, as shown in drawing number PB8382-SK06 Rev P01, wholly within private land and with no encroachment onto the public highway;
- Prior to occupation, to construct the vehicular access and pedestrian improvement works, as shown indicatively on drawing number PB8382-SK04 Rev P04 to the Highway Authority's satisfaction;
- Contribution payment of £60,000 to be made prior to the commencement of development towards the cycle infrastructure improvements;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to commencement.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning

provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

I trust the above is clear however, should you have any queries, please feel free to contact Chris Hirst on the number noted above.

Yours Sincerely,

Stuart Morton – Transport Team Leader