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<i>Date</i>	2 nd May 2019	<i>Email</i>	Holly.drury@hants.gov.uk

For attention of David Eaves

Padnell Grange, Padnell Road, Waterlooville – Demolition of existing Padnell Grange and ancillary structures and erection of 86 dwellings with associated parking, landscaping, SUDS and other drainage works and the removal of 3No. TPO Oak Trees.

Thank you for the opportunity to comment on the above application. It is noted that this is a full application and a Transport Assessment (TA) and Draft Travel Plan have been provided in support of the application.

Planning Policy

It is noted that the site is allocated within the emerging local plan. No reference is made however to the wider allocations and the relevance these may have on this application. This should be considered and set out by the applicant.

Existing Highway Conditions

This section of the TA refers to traffic calming on Padnell Road. This is a misrepresentation of the situation on Padnell Road. There is a single isolated pinch point which provides safe crossing in the vicinity of the school. This is not part however of an extensive traffic calming scheme and should not be considered as such.

Personal Injury Accident Data

Accident data has been provided from 3rd party applications for an unspecified time period. This does not demonstrate an appropriate assessment of the location's and conditions of the accident history. Data should be obtained from Hampshire Constabulary for a 5-year period. This data should be reviewed in relation to determining accident patterns and an objective,

considered assessment undertaken. Any increase in traffic flow through junctions or areas of the network which may be subject to numerous accidents should be considered in greater detail regarding whether development will result in additional risk of further accidents.

Sustainable Access

Table 1 of the TA outlines areas with walkable distance from the site. Key destinations have been excluded from the list including Waterlooville Town Centre, supermarkets, Crookhorn College and Southdowns College. A full and complete assessment of relevant amenities must be undertaken by the applicant to ensure a thorough assessment and true understanding of the sustainability of the site.

Pedestrian and Cycle Infrastructure

Footways are provided along Padnell Road and in the immediate vicinity of the site. A walking assessment should be undertaken to identify any improvements along the key routes from the site to ensure appropriate access for all footway users. Improvements should be identified as necessary to ensure sufficient sustainable connectivity of the site.

The site links directly and makes up part of the right of way network both in the form of Bridleway 22 to the north and Footpath 127 to the south. Bridleway 22 provides an off-road route through to the Horndean area for pedestrians, cyclists and horse riders. The site should suitably cater for all these users to connect to the adopted highway network at Padnell Road. Provision should be made on site to allow for this with appropriate directional signage, especially to the existing on road signed cycle route along Padnell Road and the adjoining network. Specific comments on the suitability of the proposed design layout of this section of the site and the connection to Padnell Road can be found further within this response.

Connecting Bridleway 22 to Footpath 127 within the site is also considered key. A shared use route has been provided through the site to connect between these two points. This is considered acceptable. The route however terminates at the southern corner of the site and fails to connect to the existing highway network. The existing footpath running along the frontage of the properties on Cherry Tree Avenue is adopted highway. The applicant should identify opportunities to connect the site along this path into Cherry Tree Avenue and to the existing signed cycle route southbound.

If the pedestrian/cycle path within the site is not to be put forward for adoption as part of the wider site then a right of way will need to be dedicated providing cycle rights through the site along the route of the path between Bridleway 22 and Footpath 127. Bridleway rights will also be required between Bridleway 22 and Padnell Road.

Bus Provision

The nearest bus stops to the site are located on Hazelton Way. This stop provides an hourly service between Petersfield and Havant. The provision is

at the stop is limited to a flag pole. The applicant should review measures to make the stop more attractive to bus users given then likely wait times for the service.

There are additional facilities providing access to the Star 8 route between Portsmouth and Clanfield available on the A3 London Road. This route runs every 15 minutes and provides a good standard of connection between these areas. It is however 800m from the site. The walking route from the site should be fully assessed to ensure its appropriate to accommodate ease of access for all pedestrians from the development site to these bus stops.

The TA refers to provision being provided to schools once a day however it should be noted that these are not the catchment secondary schools for the development site.

Railway Access

The nearest Railway Station is at Bedhampton which offers limited services. it is located 6.5km from the site. There is no parking at Bedhampton Station and it only has 20 cycle parking spaces. The applicant has not commented on the capacity of these spaces. Given the distance from the site the the available services it is not considered that Bedhampton Station offers an attractive form of transport from the proposed development.

Havant Railway Station is located 7.8km from the site. Again, this is not within walking distance and is unlikely to be an attractive choice of travel for linked sustainable modes given that access to Havant by bus is only provided hourly and takes at least 45 minutes. There is car parking available within Havant to serve the station and therefore any rail trips from the site should be assumed to be by car within the network assessment area. This will need to be appropriately accounted for within the trip generation.

Site Access

No site access drawing has been provided to support the application. Minimum detail is provided in the General Arrangement Drawing BHPAD-MB-S38-GF-DR-D-10. A standalone drawing showing how the site is to tie into the existing Padnell Road needs to be provided so the suitability of the access proposals can be determined by the Highway Authority.

There is proposed to be a pedestrian and cycle access link from the site south onto footpath 127. No details have been provided of how the onsite shared use path links to the signed cycle routes in the vicinity of the site. The path running along the front of the properties on Cherry Tree Avenue is adopted highway. Highway boundaries should be obtained from the Highway Authority and appropriate measures proposed by the applicant to connect the onsite footway/cycleway to the existing on road route on Cherry Tree Avenue. This requirement also is apparent for Padnell Road. It would appear cyclists would be on carriageway at this point. The provision of pinch points along the route however are not supportive of cycling in that they reduce the carriageway width to 3.5m which is insufficient to discourage overtaking vehicles.

Vehicle Trip Generation

Existing Traffic

The site is currently occupied by an existing property and some business use. There is a significant discrepancy regarding this level of use between the TA and the application form and this should be clarified. However, it is noted that the site has not been occupied since 2015. Therefore, the trips referred to are not currently present on the network. Given the application and the current site occupation it would suggest there is not a reasonable prospect of these trips being existing. Therefore, no deduction for the existing permitted use should be applied and all trips from the proposed development should be treated as new.

Proposed Trip Generation

The application is for 86 dwellings. A TRICs assessment has been carried out to determine an appropriate trip rate. Confirmation is sought on why this method of assessment was chosen. There would appear numerous opportunities to undertake more location relevant surveys from the existing residential estate roads to determine a local forecast trip generation for the site which should be undertaken to sensitivity test any TRICs outputs.

Having reviewed the TRICs data this cannot be agreed. The data provided includes for development sites which are not considered representative of development in area. Developments classed as edge of town have been used which are not reflective of the location of the development site. The site selections used include a number of larger sites which are not representative in terms of scale of the proposed development. The TRICs data should be reviewed to ensure a robust evidence base for development supported by surveys from the surrounding neighbourhood area.

Vehicle Distribution and Assignment

2011 Census data for super output area Havant 020 have been used to forecast work destinations. The results of the assumptions made have been provided but cannot be reviewed without provision of the supporting analysis. The Highway Authority is therefore unable to agree the assignment of trips onto the network without the provision and agreement of this data.

Background Traffic Growth

Turning counts have been undertaken at the A3/Padnell Road junction. TEMPRO growth factors are then proposed to forecast the future year traffic in 2023. The growth factor proposed between 2018-2023 is 1.1398 in the AM peak and 1.1396 in the PM peak. This is agreed.

There is however no narrative provided on whether there are committed developments within the area which need to be considered more specifically. This should be clarified.

Highway Impact Assessment

Junction Impact Assessment

A high-level assessment has been undertaken to determine the impact of the site on the Padnell Road/A3 junction only. This level of assessment cannot be agreed as it does not take into account the impact of the additional traffic demand at the junction. On agreement of the distribution the scope of required modelling should be agreed with the applicant. This may also include the requirement to model the Cherry Tree Avenue/Park Lane junction.

Cherry Tree Avenue

In order to understand existing conditions on Cherry Tree Avenue traffic surveys were undertaken to determine existing traffic flows. These results demonstrate 5 day average two way vehicle traffic flows of 194 in the AM peak, 160 in the PM peak and 1783 across a 24 hour period.

Until the trip distribution from the site is agreed we are unable to comment on the impact of the development on Cherry Tree Avenue.

Internal Road Layout

At the present time, it is unclear whether the roads and footways relating to this application are being put forward for adoption by the developer. However, an assessment of the submitted drawings has been undertaken accordingly and the following comments are made:

- Sharp bends are present in the site with no forward visibility shown on plans to demonstrate that drivers have ample visibility to safely negotiate the internal road network. Forward visibility should therefore be demonstrated on a plan for a design speed of 20mph (25m SSD). This is said to be appended to Appendix B of the TA, although this has not been included within the document.
- Permeable paving is shown throughout the development which will not be adopted by HCC. There are no gullies shown within the drainage plan to allow water to drain from the site. Clarity regarding whether the internal layout will be offered for adoption is required to address this point. Water is shown to be leaving the site to the north east, although it is not clear where it will eventually drain to; clarity is also required on this point. If the site is not to be offered for adoption, a management plan should be provided for the pond and attenuation feature given the amount of water discharging from the site.

It should be noted that these 'planning application' consultee comments have been made utilising the plans submitted. Should adoption be required, the S38 process will still need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process can be found via the following link - <https://www.hants.gov.uk/transport/developers/constructionstandards>. This process will require additional information to that submitted to date, and require formal engineering drawings for assessment which may result in

updates to the layout being required. As such, it is recommended that the developer engage with the S38 team at their earliest convenience.

Should adoption not be required, then whilst HCC would not object to the proposals, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in

<https://www.hants.gov.uk/transport/developers/constructionstandards> . An appropriate Private Management Plan is put in place to deal with any future issues. Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>.

Parking Provision

Onsite Car Parking Provision

Drawing number MBSK190103-04 demonstrates that parking for units 30-39 is tight and it is hard to manoeuvre into the bays. As a result, this car park should be redesigned to ensure there is ample space to access each bay in the area.

The parking plan (drawing number PP.01 Rev A) provided shows a curved parking area for the visitor bays. The bays should be 2.4m wide and surrounded by a 2m wide hardened surface to accommodate a parked vehicle.

Onsite Cycle Parking Provision

Provision of cycle parking in line with HBC standards has been committed to within the TA, although no plan detailing the location of these spaces has been provided. To confirm that the proposed cycle parking is acceptable, a plan should be produced to provide detail on this matter.

Refuse and Servicing

Tracking of a super large refuse vehicle through the northern turning head shown in drawing number MBSK190103-03 demonstrates a slight overhang over the southern footway. As it is currently unclear as to whether the internal layout is to be adopted, tracking should be revisited to ensure that there is no overhang.

Drawing number MBSK190103-05 tracks a fire tender through the site. Tracking is initially shown for the vehicle reversing into the turning head, but not manoeuvring back out. This movement should be provided in an updated plan.

The points above should be addressed by the applicant, with confirmation also provided as to whether the internal road network will be offered for adoption, before this matter can be considered acceptable.

Travel Plan

A travel plan has been provided in support of the application as set out within the emerging Local Plan allocation. This scale of development however does not necessitate the requirements for a full travel plan as set out within the Highway Authorities Travel Plan Guidance for Residential Development. To meet the Local Authorities requirements for a travel plan it is suggested that provision of welcome packs, cycle vouchers and bus vouchers could be secured by the Planning Authority through condition which would satisfy the requirements within the emerging Local Plan.

Should the planning authority wish to secure travel plan measures the travel plan provided should be suitable to base such a condition and therefore comments on the document have been provided to assist.

Background

Chapter 1 should include the planning reference and site postcode.

The low-resolution upload to the planning portal makes some items on the TP difficult to read easily; this is particularly problematic with small details on figures. If possible, a higher resolution version should be uploaded to the planning portal.

Any other new developments in the vicinity of the site should be described in Chapter 1.

Policy

The following policies should be referenced in Chapter 2:

- Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' (2014)
- IHT's 'Guidelines for Providing Journeys on Foot' (2000)
- CIHT's 'Buses in Urban Developments' (2018)

This section should also reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Bellway Homes would suffice.

Consultation and Partnerships

The FTP should contain evidence of preliminary liaisons with local cycle shops and public transport operators to scope the possibility of arranging for discounts on equipment and services respectively. These communications can then form the basis for further negotiations between these companies and the Travel Plan Coordinator (TPC).

Site Audit

Chapter 3 should include:

- A map showing the site's location with respect to local amenities listed in Table 1. If practicable, this map should show walking and cycling isochrones of 2km and 5km respectively.

- Further information regarding the cycle parking facilities at Havant and Bedhampton rail stations; what type of cycle parking is provided?

Table 2 should include the start and end times for the bus services. Further information should be provided in Chapter 4 regarding the provision of cycle parking on site. A statement should be included which commits the developer to providing cycle parking that is secure and easily accessible from the highway.

Targets

Our officers would usually expect a 10% reduction in Single Occupancy Vehicle (SOV) journeys to and from site over the five-year monitoring period. If this is thought to be unachievable, a rationale should be provided explaining why a 10% reduction would be inappropriate in this case.

Measures

The measures included in Chapter 7 are appropriate for the scale and end use of this development. However, there are some measures which should be considered for inclusion in this TP.

Walking and Cycling

- *Promotion of free health apps (to be included within the welcome pack)*
- *Sustainable travel voucher for cycle/bus ticket purchase*

Public Transport

- *Sustainable travel voucher for cycle/bus ticket purchase*
- *Provision of clear public transport information (to be included within the welcome pack)*

Smarter Working Measures

- *Promote home delivery services for groceries (to be included within the welcome pack)*

Roles and Responsibilities

Paragraph 7.3 states that the TP will become active upon 50% occupation. However, it is important that the TP measures are active for the 1st occupation in order to engage with residents during a critical period when they are more likely to be receptive to changing their travel habits.

Monitoring

Given the scale of the development falling below our required threshold the travel plan will not require monitoring.

Delivery and Enforcement

A section on deliver and enforcement should be included which refers to matters which will be secured by condition.

Summary

The travel plan should be amended to reflect the measures to be secured within the plan and the delivery mechanism for these. Comments regarding the current draft have been made to assist with this redrafting.

Recommendation

Additional information is required from the applicant in relation to the following matters:

- Planning policy
- PIA Data
- Sustainable access
- Pedestrian and Cycle Infrastructure
- Bus stop provision and access
- Site Access
- Trip Generation
- Distribution
- Highway Impact
- Internal Layout

If the Planning Authority are minded to determine the application in the absence of the additional information requested please contact us for our formal recommendation on the application.

I trust that the above is clear but please contact Holly Drury on the above number should you need further information.

Yours faithfully

Stuart Morton
Team Leader – Highways Development Planning