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My reference 6/3/13/134 (APP1822)

Your reference APP/18/01072

Chris Hirst

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20th March 2019

Email

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For the attention of Lewis Oliver

Dear Sir

**Former BAE Systems, Waterloo Park, Elettra Avenue, Waterlooville –
Outline planning application with all matters apart from access reserved
for subsequent approval for the erection of Class B1(c)/B2/B8
development and Class B8 Trade Counter use, Class A1 Retail, Class C1
Hotel, Class D2 Leisure and Classes A3 and A5 Drink/Food
Establishments**

Thank you for consulting the highway authority on the above planning application. Following the highway authority's initial response to the application, dated 11th December 2018, a subsequent meeting was held to discuss outstanding matters. A Technical Note has been submitted with the aim of addressing these outstanding matters, which are as follows:

- Base traffic flows;
- Funding towards the controlled crossing on Hambledon Road;
- Detailed walking and cycling assessment of the anticipated desire lines from the site;
- Further information regarding the proposed additional accesses to the site;
- Updated trip rates taking account of the assessments previously undertaken and approved for this site;
- Updated committed development assessment;
- Provision of the approved Lidl distribution diagrams;
- Legible copies of the Waterlooville MDA flows in Appendix J;
- Further details regarding Appendix L;

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

- Review of TEMPRO to understand the levels of background growth to be considered;
- Consideration towards an updated improvement scheme at the Elettra Avenue/Hambledon Road roundabout; and
- Updated Travel Plan.

Base Traffic Flows

The applicant has carried out further investigation into the peak hour flows in both the AM and PM peak hours along Hambledon Road/Elettra Avenue and the site access junction. Following this additional work, the AM peak has been identified as 08:15 – 09:15 and the PM peak as 16:45 – 17:45 at the Hambledon Road/Elettra Avenue Roundabout and 08:15 – 09:15 and 17:15 – 18:15 at the site access junction. To form a robust assessment, traffic flows from the identified peak hours have been used for assessing the operational capacity of these junctions.

Background Traffic Growth

The Highway Authority's original response requested that the TEMPRO rates were reviewed against committed development to determine whether an uplift in growth was required to 2023. The revised TEMPRO rates have been provided as 1.0763 in the AM peak and 1.0723 in the PM peak. For a Saturday peak hour these have been set at 1.0727.

The uplifted TEMPRO rates have been reviewed and considered acceptable for providing a more robust assumption of local growth rates. The rates have therefore been adopted and applied to the Hambledon Road/Elettra Avenue roundabout, this approach is considered acceptable by the Highway Authority.

Traffic flows at the site access do not differ from those presented in the original Transport Assessment (TA) and therefore remain the same as the original assessment. These flows are based on the committed developments noted within the original TA.

Vehicular Trip Generation

After reviewing the vehicular trip rates presented in the original TA, it was agreed that the proposed rates for certain land uses were underestimating traffic generation and should be investigated further to provide an accurate forecast of vehicular trips from plot 2 of the development site. Specifically, the use of Leisure Park trip rates was highlighted as not providing a robust forecast of the likely vehicular trip generation from this land use. Instead, it was requested that the trip rates for a gym were utilised which represented a worst-case scenario of vehicular trips from this section of the development.

It has since been confirmed that the largest floor area which could be utilised for a gym is 2,325sqm, vehicular trips have therefore been calculated on this basis. Two-way trip rates in the AM peak hour have been calculated as 2.067 and 4.174 in the PM per 100 sqm. The Highway Authority is now content that these rates more accurately forecast development trips from this land use.

This equates to 48 trips in the AM peak and 97 in the PM peak. The floor space for a gym will be required to be restricted through condition within any planning permission.

Trip rates for the remaining 1,675sqm of floor area for plot 2 of the development have been considered under the previously identified leisure park trip rates which were considered acceptable in the Highway Authority's original response (1.168 in the AM peak and 3.562 in the PM peak). This generated 20 trips in the AM peak and 60 in the PM peak.

The final outstanding trip rate query was with regards to the fast-food drive through rates which were considerably lower than the 2015 assessment on the same parcel of land. Inline with this previous assessment, the higher trip rates from the 2015 application have been applied to provide a robust vehicular trip assumption.

When considering the revised trip rates noted above, the highest vehicular trip generation from leisure and fast food drive through uses has been calculated as 102 and 228 in the AM and PM peak hours respectively, with 268 in the Saturday peak hour (12:00-13:00). Total trip generation from both parcels of the development has therefore been calculated as 212 and 297 in the AM and PM peak hours and 433 in the Saturday peak. The Highway Authority considers these updated rates robust in considering vehicular trip generation from the site.

The tables below provide a comparison against the previous trip rates and the updated trip assumptions in Parcel 2. Vehicular trips generated from the gym and leisure park land uses have been combined and titled 'leisure' to directly compare back to the original assessment undertaken to calculate trips.

Trip Rates Original Assessment	Land Use (inc. size)	AM Trip Generation	PM Trip Generation	Saturday Trip Generation
	Leisure (4000sqm)	47	142	96
	Fast Food (334sqm)	26	38	114
Total		73	180	210

Trip Rates Updated Assessment	Land Use (inc. size)	AM Trip Generation	PM Trip Generation	Saturday Trip Generation
	Leisure (4000sqm)	68	157	137
	Fast Food (334sqm)	35	71	131
Total		103	228	268

These updated trip assumptions have been included within updated modelling scenarios as part of the consideration for overall trip generation at the site.

Traffic Impact

Taking into account the revised trip rates above, the site access roundabout and Hambledon Road/Elettra Avenue models have been re-run. As with the original assessment, operational capacity of these junctions has been assessed under the 2023 base scenario and the 2023 with development traffic scenario. For both the weekday peak hours and the Saturday peak.

Elettra Avenue Roundabout

Following the reassessment, the site access roundabout continues to operate under capacity within both the 2023 and 2023 + development scenarios, with a highest Ratio to Flow Capacity (RFC) value of 0.38 in the AM peak on the Elettra Avenue approach. Therefore, it is not considered that mitigation measures are required at this junction.

Hambledon Road/Elettra Avenue Roundabout

The Hambledon Road/Elettra Avenue junction experiences decreased operational capacity under the 2023 + development scenario, especially on the Elettra Avenue arm of the roundabout. The observed RFC value rises from 0.87 to 1.08 in the PM peak hour.

With the roundabout predicted to be operating over capacity, mitigation is required to offset the impact of the development traffic. A proposed improvement scheme has been presented in DTA drawing 19235-02g, involving an additional lane on the Elettra Avenue approach to the roundabout, widening the overall entry to 3 lanes. This is achieved by removing a section of the existing island.

When considering the improvement noted above, the RFC value on the Elettra Avenue arm of the roundabout is modelled to decrease from 1.07 to 0.83 in the PM peak hour. However, upon review of the physical design it is evident that the proposed improvement will not offer the capacity benefits suggested by the modelling as while the Elettra Avenue approach will be widened to 3 lanes, the circulatory is only 2 lanes. The current scheme is therefore not considered appropriate to mitigate vehicular traffic from the development and would not be considered an acceptable design for an appropriate mitigation scheme.

The Highway Authority requests a revised, deliverable improvement scheme is investigated to successfully mitigate the impact of development traffic at the roundabout. Any mitigation measures proposed at this roundabout are required to be safety audited by the applicant.

Pedestrian/Cycle & Additional Service Accesses

The original TA submitted by the applicant detailed the potential for additional service accesses to be provided to the site, although no details regarding the

location of these accesses was provided. This matter was highlighted in the Highway Authority's previous response.

The matter has been noted in the updated information provided, stating that the accesses could be secured via condition. Discussions are ongoing between the Highway Authority, Planning Authority and the applicant on this matter and whether suitable conditions can be put in place in order to ensure appropriate connectivity from the highway to the site.

No evidence has been provided to indicate that the option to extend the section of shared use path outside of the new Lidl development north of the proposed site has been explored, nor whether improvements can be provided along Hambledon Road to provide access to the Waterloo MDA site to the north. These were matters highlighted within our previous discussions with the applicant.

The applicant has offered to provide a contribution towards the pedestrian/cycle link to the MDA site to the south, identified previously during the Waterloo MDA planning application. As part of this application, funding and land was secured towards the link and is therefore not required from this development. However, the applicant still needs to investigate how this proposed link will tie into their development and the overall pedestrian/cycle strategy.

The indicative pedestrian/cycle link locations identified in Appendix D are all clustered around the eastern/south-eastern border of the development. To ensure a comprehensive pedestrian/cycle access scheme is explored, further consideration needs to be given to sustainable access along the southern and western side of the site as well. This may be a matter to discuss further in relation to discharge of appropriate conditions, should these be agreed.

An improvement scheme has been identified on the Milton Road arm of the Hambledon Road/Elettra Avenue roundabout, shown in drawing number 19235-03. The improvement involves the widening of the existing crossing provision to provide for both pedestrians and cyclists and will eventually link to the controlled crossing on Hambledon Road, improving cyclist connectivity to the site. The improvement should therefore be secured from this development and delivered via a S278 agreement with HCC. This improvement may however need to be reviewed in the wider context of any improvements put forward by the applicant to overcome the operational impact at the Hambledon Road/Elettra Avenue roundabout.

Hambledon Road Pedestrian/Cyclist Crossing Provision

The applicant has agreed to the need to provide a safe pedestrian/cyclist crossing point on Hambledon Road to serve the site. A scheme has been designed by HCC and is currently going through the detailed design stage of the works to finalise the proposed controlled crossing.

The Highway Authority currently have a funding shortfall in providing the crossing which this development is required to meet in order to ensure that the additional demand from the site can be safely accommodated on the network. With the scheme progressing through the final detailed design stages, the cost of this contribution will be fixed and confirmed within the S106 agreement through discussions with the applicant.

Travel Plan

No amended Travel Plan has been submitted to address the comments provided in the Highway Authority's previous response. The comments will need to be addressed before the TP can be considered acceptable.

Recommendation

Through further discussions with the applicant, some queries raised in the Highway Authority's previous response have now been addressed. However, there are a number of outstanding matters which need to be resolved before the Highway Authority can recommend approval. These are listed below:

1. Further details regarding pedestrian/cycle connections to existing and proposed improvements.
2. A capacity improvement scheme at the Hambledon Road/Elettra Avenue roundabout which successfully mitigates the impact of traffic generated by this development;
3. Updated Travel Plan;
4. Agreement on how the immediate site connectivity for sustainable travel modes will be achieved and how this will link to existing highway infrastructure; and
5. Agreement on how service access details will be agreed.

I trust the above is clear, however, should you have any queries or wish to determine the application, please do not hesitate to contact Chris Hirst on the contact number noted above.

Yours Sincerely,



Ben Clifton – Transport Team Leader