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Date 19 June 2024

My reference 053502

Your reference APP/24/00246

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Dear Ms Miszewska,

**Unit 1, Victoria Road, Waterlooville, PO7 7ET**

**Outline application following demolition of the existing bungalow and commercial property construction of 22 one and two bedroom apartments with refuse and cycle storage, car parking and soft and hard landscaping.**

I refer to the consultation relating to the above planning application and would make the following comments.

The outline application is supported by a Transport Statement ref 020 0802/TS/3 and this document has been reviewed.

#### Planning History

An application was submitted in March 2023 under reference APP/23/00187 which related to an outline application with all matters reserved for the construction of 13 x 1 bedroom and 16 x 2 bedroom apartments following the demolition of a single bungalow and commercial property. Following amendments and negotiations the Highway Authority recommended Approval subject to a condition relating to the provisions of a Construction Traffic Management Plan and S106 Obligations relating to securing a S278 Agreement for agreed associated highway/footway works and a financial contribution of £58,000 towards pedestrian and cycle improvements within Waterlooville Town Centre

#### Existing Conditions

The proposed development is bordered to the west and south by Rockville Drive and the Rockville Drive public car park to the east. Rockville Drive provides access to the Forest End roundabout which provides onwards connections to the A3 and

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Waterlooville town centre. To the east, access is provided to Stakes Hill Road, which can be used to access the strategic road network via Purbrook Way.

#### Personal Injury Collision Data

A review of Personal Injury Accident (PIA) data has been undertaken which identifies a low number of recorded incidents and the Highway Authority, having regard to the details of the 5 recorded incidents, are satisfied that there are no significant clusters of recorded incidents which would be likely to be exacerbated by the scale of development proposed.

#### Local Accessibility

##### *Walking and Cycling*

Given the site's location to the south of Waterlooville town centre, a number of facilities are within a suitable walking distance, based on the parameters identified within the CIHT's 'Providing for Journeys on Foot' document. To access the majority of these facilities, pedestrians will head north from the site via Victoria Road, where continuous footways are then provided throughout the town centre.

Cycle facilities are provided along the A3 in the form of a combined bus and cycle lane which provides cyclists with a route heading south from the site. There are also a number of facilities available within a suitable cycling distance from the development.

Given the under provision in parking referred to later on in this response, the development will be heavily dependent on trips made via walking and cycling, alongside bus travel. The draft Havant Local Cycling and Walking Infrastructure Plan (LCWIP) identifies a number of measures within the Waterlooville Core Walking Zone to improve the walking and cycling network in and around the town centre, which also encompasses Rockville Drive. These are routes which will be frequently utilised by pedestrians and cyclists of the site who would therefore benefit from the improvement measures. The applicant should engage with the Highway Authority in agreeing a suitable contribution towards pedestrian and cycle infrastructure, commensurate with the scale of development.

##### *Bus*

Waterlooville town centre is served by a number of bus facilities which provide frequent services to Havant and Portsmouth. These facilities are within a walk able distance from the site and therefore represent an alternative mode of transport to the private car.

##### *Rail*

The nearest railway station to the site is Bedhampton Station, located circa 3 miles distant. Whilst this may be within a 15 minute cycle journey the Highway Authority are of the view that rail would not provide a significant mode of travel for residents.

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### Proposed Development and Parking Provision

The current proposal is in overall terms a similar proposal to the application APP/23/00187 with the scale of development reduced from 29 apartments to 22 apartments ( 8 x 1 bed and 14 x 2 bed). Vehicular access to the site will be taken by use of the existing route provided via Rockville Drive, which runs along the northern boundary of the development.

HBC's parking SPD, the development will require 22 car parking spaces; however, it is noted that 7 will be provided. It is generally acknowledged that car parking provision within Waterlooville town centre can be reduced given the sustainable nature of the area, subject to alternative modes of travel being promoted and supported through the development. In their capacity as local parking authority, HBC should confirm whether the proposed quantum of parking is acceptable in this location.

The proposal includes the provision of 25 cycle parking spaces in a secure communal area within the building, 2 additional spaces are provided within each 1 bedroom apartment (16) giving a total provision of 41 spaces. Sheffield cycle hoops are available on London Road 70 metres from the site. These hoops provide cycle parking for 10 no. cycles and are considered suitable to accommodate visitor parking associated with the site.

### Site Access

Vehicular access to the site will be provided from Rockville Drive in the north west corner of the site, where the existing access to the car park is provided. Opposite the site access, a loading bay servicing one of the existing businesses is provided, reducing the space available for vehicles to enter and egress the development site.

Tracking at 10 mph has been provided at Drawing 020.0802-0002 Rev P02 which demonstrates that two cars can pass when accessing/egressing the site. In addition, Drawing 020.0802.001 Rev B demonstrates that a car can pass a delivery vehicle parked in the existing service bay and the Highway Authority are satisfied that there is sufficient space to undertake this manoeuvre with the reduced highway width associated with the provision of a footway.

The Highway Authority are therefore satisfied with the principle of the proposed works as shown at Drawing 020.0802-0002 Rev P02, subject to the applicant entering into a Section 278 Agreement to deliver the improvements.

### Layout and Servicing Arrangements

The applicant has confirmed that it is intended that deliveries to the site will be made via the carriageway on Victoria Road and therefore will not enter the site. It is understood that a refuse vehicle will also service the site from the carriageway. Given the low number of movements in this location, the Highway

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Authority are satisfied with this arrangement.

### Pedestrian Access

Drawing 020.0802-0002 Rev P02 is provided which includes the provision of a formalised footway which demonstrates that a 2m wide footway can be provided along the north-eastern edge of the site, reducing to 1.6 m heading west towards the vehicle loading bay. A dropped kerb crossing complete with tactile paving is also proposed. The footway improvement requires a reduction in carriageway width the Highway Authority are satisfied that the western end of Victoria Road is a low speed, low flow environment which means that the likelihood of two vehicles having to pass concurrently is low. The betterment to pedestrians is considered to outweigh the need to retain the current carriageway width in light of HCC's LTP4 policies which seek to prioritise pedestrian and cycle movements over the private car.

### Traffic Impact Assessment

To understand the forecast trip generation from the site, the applicant has used the previously agreed trip rates for application APP/23/00187. For robustness, it has been assumed that there are no vehicular trips generated by the existing land uses/businesses on the site with all development trips being additional..

The assessment for the proposed apartments forecasts that the site will generate a total of 7 trips in the AM peak hour and 6 trips in the PM peak hour. The trips over a 12 hour period are forecast at 60. The Highway Authority are satisfied that the estimate of likely trips generated by the proposed development are acceptable and would confirm that in this instance there is no requirement for junction modelling.

### Pedestrian and Cycle Contribution

As set out above there is an under provision in car parking spaces provided on site. This places a greater reliance on trips on foot or via bicycle which should be suitably encouraged by improving local pedestrian and cycle infrastructure in and around the site.

Previously in considering APP/23/00187 for 29 apartments a financial contribution of £58,000 was agreed towards pedestrian and cycle improvements in Waterlooville town centre.

With the current application including a reduction in the scale of the development to provide 22 apartments the Highway Authority would seek to secure a contribution of £44,000 towards pedestrian and cycle improvements in Waterlooville town centre. These improvements will help to increase permeability throughout the town centre, directly benefiting occupants of the site who are expected to travel on foot or via bicycle. The contribution would be secured via a suitably worded obligation in a S106 agreement.

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Having regards to the above comments the Highway Authority would recommend -

No objection subject to the following condition and obligations;

Condition

- 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.

S106 Obligations

- Prior to commencement of development, to enter into a S278 agreement with the Highway Authority for the works shown in principle in drawing number 020.0802-0002 Rev P02. To deliver these works to the satisfaction of the Highway Authority prior to occupation.
- Prior to commencement of development, to pay the £44,000 highway contribution towards pedestrian and cycle improvements in Waterlooville town centre .

Yours sincerely,

Ken Dudley  
Consultant Transport Planner

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