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Date	13 November 2024	Email	hsvntdc@hants.gov.uk

For attention of Ms Miszewska

Dear Madam,

Re: Outline planning application for a residential development of up to 69 dwellings with access from Laxton Leaze and emergency access from Ellisons Crescent and all other matters reserved | Land of North of Fire Station (Blue Star Land), Waterlooville

Thank you for your consultation on the above outline planning application. As per the previous formal response dated 09 October 2023, the Highway Authority have been engaged in direct discussions with the applicant in a meeting held in July 2023. In response to these discussions and site visit held with the applicant in April 2024, the applicant has submitted a revised Transport Assessment (TA) dated July 2024 along with commentary on the changes made to both the TA and the site access design. The Highway Authority have reviewed this information and have the following comments to make.

It is noted that since the previous consultation the quantum of development has reduced from 90 dwellings to 69.

Policy Status

The application site was allocated in the now withdrawn Havant Borough Council emerging local plan under policy reference H42. The policy suggested that H42 has the capacity to provide residential development for circa 90 dwellings when supported by suitable measures. It is noted that the number of proposed dwellings falls below this allocation number. Specifically in relation to the H42 allocation, and the highway matters, the policy required:

- Transport Assessment and Travel Plan;

- The design and layout secures an acceptable relationship between the new dwellings and the A3 through separation and/or other appropriate mitigation measures; and
- The design and layout provides for the integration of cycle and pedestrian routes to and from Waterlooville Town Centre and Berewood

The TA, which supports this application, provides a summary of the relevant transport planning policies.

Site Location

The site is located to the east of the Berewood MDA, and is bound to the south by residential properties, to the east by the A3 and Waterlooville Fire Station with greenspace to the north. It is understood that the area to the north is currently allocated for future employment use.

Currently a shared use footway/cycleway runs through the centre of the site providing a traffic free connection between Berewood, Waterlooville Town Centre and Forest End. This shared use path has been identified on the Berewood MDA core infrastructure and non-car accessibility plan as secured within the outline s106 agreement. Retaining this route on its existing alignment as much as possible is therefore a key consideration of this planning application, and is discussed further below

Transport Assessment Scope

Whilst this application has been live, Hampshire LTP4 policy was adopted in February 2024. LTP4 seeks to reduce car dependency and with a focus on modal shift towards the use of sustainable modes. In line with this guidance, the Highway Authority are therefore seeking for a more balanced analysis of the transport proposals within the TA work, aligned with the Decide and Provide approach. This would assess and prioritise opportunities to significantly improve sustainable transport provision for all modes (walking, cycling and public transport) before determining if there are remaining significant residual impacts to safe and efficient highway operation. The TA assessment work should therefore follow the decide and provide model setting out the target mode share provision for the site, establishing against current known modal share within the area and identifying any appropriate enabling works to increase sustainable mode share and reduce car dependency.

Sustainable Access

Walking and Cycling:

A WCHAR has not been undertaken to support this planning application. The applicant suggests that as this is not a requirement as these are typically undertaken on larger highway schemes and given the sites close proximity to the Berewood MDA development. Whilst technically the site does not meet the criteria of a WCHAR assessment, a WCHAR style walking and cycling audit is required to support this application in accordance with TG19. Furthermore, whilst the developments close linkages with the Berewood MDA are acknowledged, given that this site is a standalone application appropriate

walking and cycling infrastructure improvements are considered necessary to support this planning application.

Limited narrative has been provided on the local facilities and services available to the development and the distance of these from the centre of the site has not been provided within the TA. Active Travel England identify that a site should have a sufficient number and range of local facilities within an 800m (10-minute walking distance) via an accessible walking route.

Due to the proximity of this site to Berewood and Waterloo Town Centre, the site benefits from the above facilities and services within the recommended walking distance. Once constructed the Berewood Town Park will provide appropriate opportunities for outdoor recreation activities to accord with this guidance. Notwithstanding the base level of infrastructure required by Active Travel England, considerations must also be given to access secondary school and employment opportunities albeit it is considered appropriate for these to be beyond the 800m walking distance.

The WCHAR should also include a Healthy Streets Audit and consideration should also be given to the use of ATE's Route Check Tool to consolidate the requirements of the WCHAR and the Healthy Streets Assessment. A hybrid approach utilising these methods with a bespoke sustainable access assessment should be agreed with the Highway Authority. It is noted that paragraph 5.27 of the TA outlines that a Healthy Streets assessment has not been undertaken as the site falls within an existing residential area. Healthy Streets assessments can be undertaken on existing infrastructure and improvements to the infrastructure to increase the Healthy Streets score should be identified through this process alongside the WCHAR.

The requested WCHAR (or walking and cycling audit) will need to assess the walking and cycling routes to key facilities and identify any deficits within the existing infrastructure that would benefit from improvements to reduce the reliance on the private car. Narrative should be provided on the locations along these routes where substandard provision is provided as set out within the Highway Authorities TG10, LTN1/20 and ATE guidance. Opportunities to improve compliance with this guidance should be identified throughout the review process.

In general, limited narrative is provided within the TA on the walking and cycling infrastructure within the vicinity of the site, both on and off-site. The TA outlines that the site benefits from 'good' pedestrian and cycle infrastructure however no narrative has been provided on the quality of these routes, widths and whether these will benefit from any improvements.

On-site accessibility (including the Berewood MDA):

It is acknowledged that the site benefits from the infrastructure delivered and secured from the Berewood MDA.

2.0m footways flank both sides of Laxton Leaze providing connections to the wider footway infrastructure along Plant Farm Crescent and Houghton Avenue. A 2.0m width accords with the minimum footway widths as set out in

HCC TG10. These are therefore acceptable. Given the quantum of development proposed, it has been considered that Laxton Leaze is conducive to on carriageway cycling with no dedicated cycle infrastructure present.

Whilst the infrastructure within the direct vicinity of the site is acceptable, the Highway Authority are aware of a clear deficit within the infrastructure where Laxton Leaze meets Plant Farm Crescent. Currently only a pedestrian connection is in place between Plant Farm Crescent and Laxton Leaze. Widening should occur where cyclists are able to drop on carriageway to Laxton Leaze with pedestrians remaining on the footway provision. This was discussed on site with the applicant. It is therefore requested that a drawing is submitted to support this planning application identifying these proposed improvement works. Alterations to the kerbing will be required to facilitate cyclists given that a 25mm upstand is currently present. It is understood that Phase 1 residential is in the process of being adopted through the S38 process. Relevant delivery mechanisms of this link should therefore be discussed directly with the Highway Authority.

The Southern Brambles link as identified within the s106 for the Berewood MDA is currently at the feasibility stage. The link will significantly reduce walking distances and provide connectivity between Houghton Avenue and Elettra Avenue which offers suitable employment and leisure opportunities for future residents. The route in the absence of this link being delivered is highly trafficked and unattractive for use by sustainable modes, encouraging uptake of the private car. The cost of delivering these works is c. £700,000 and there is currently a shortfall in funding for the implementation of this link.

Additionally, the Houghton Avenue parallel crossing point as identified on the s106 is awaiting delivery. This will provide a controlled crossing facilities to replace the existing uncontrolled provision improving the safety for pedestrians and cyclists at main MDA access point. Provision of the crossing point will also improve connectivity for future residents accessing the Brambles Industrial site including utilising the Southern Brambles Link as this comes forward. The scheme is awaiting costs however a shortfall is anticipated. These matters should be considered through the sustainable access assessment work, a contribution towards these schemes from the site is considered an appropriate from this development.

Off-site Accessibility:

Where the on-site shared use facility meets Maurepas Way, two toucan crossings are present. These provide appropriate crossing facilities for both pedestrians and cyclists to access the Asda Supermarket and Waterlooville Town Centre. The route into Waterlooville Town Centre from this point is convoluted and unclear and the route should be included as part of the audit process.

The Havant Cycle Map outlines the off-carriageway infrastructure along Maurepas Way as part of the signed cycle network which offers a good level of service for cyclists. The shared use provision terminates to the south of

Forest End with a designated cycle crossing facility provided on the A3 London Road to access the on-carriageway facilities on the opposite side. To the east the signed network connects into NCN Route 222.

The Highway Authority are aware of an emerging scheme identified on the Havant LCWIP to improve the cycle and pedestrian connectivity and bus access around the Forest End roundabout and the A3 London Road. This would improve sustainable access into Waterloooville Town Centre as well as improving connectivity to access the on-carriageway cycle infrastructure traveling south on the A3 towards Portsmouth. Study work is currently ongoing however it is understood that there is a shortfall in funding for the delivery of the scheme.

The provision of wayfinding to make the routes clear towards Berewood Primary School, Waterloooville Town Centre and the Brambles Industrial Area for example would also benefit the site. Wayfinding has been found to be beneficial to encourage modal shift from the private car to sustainable modes as it makes it clear of the route to take, provides the time in which it takes to walk or cycle therefore increasing the attractiveness of use of sustainable modes.

Whilst the Highway Authority are away of relevant schemes as set out above we welcome further discussions on the full sustainable transport package to be secured from this development upon receipt of the requested assessment work.

Public Rights of Way (PRoW):

Narrative has not been provided within the TA regarding the interaction of the site with the PRoW network. It is understood that FP711 currently runs through the centre of the site and is proposed to be diverted in order to accommodate the development proposals however the connection points onto the A3 and Ellisons Crescent as existing. This diversion has been agreed in principle with the applicant during on-site discussions in April 2024. It was also discussed about diverting the current alignment to the rear of the fire station onto the shared use provision throughout the site due to the current nature of the PRoW. It is acknowledged that Hampshire Countryside Services have responded separately to this planning application. It is noted that the discussed diversion on site has not been raised within these comments and should also be considered through the review process.

Buses:

The 'Victoria Road' bus stops are the closest to the development site located c. 350m and c. 400m to the east for northbound and southbound services respectively. It is noted that the distance to the bus stops falls within the recommended walking distances as laid out by Active Travel England (400m).

Both stops are served by several bus services including the 37, 39, D1, D2, 7 and 8 providing connections to Havant, Clanfield, Petersfield and Portsmouth. The most regular services, 39, 7 and 8 provide services every 15 minutes Monday-Friday with at least 2 services an hour at weekends. School service

654 also runs from these stops providing services during typical school pick up and drop off periods.

The northbound stop consists of a flagpole and limited timetable information only, with the westbound bus stop subject to a shelter. Both stops would benefit from the provision of RTI timetable provision. Given the proximity of the bus stops from the site and the frequency of the services, there is a real opportunity to encourage travel via bus for future residents. Improvements to these bus stops and along the route to access them should be investigated through the WCHAR.

The D1 and D2 service also runs from the 'Winston Lane' bus stops along Grainger Street which are in a closer proximity to the Victoria Road stops (c. 310m) and may provide an alternative opportunity for residents wishing to use these services.

Rail:

The TA suggests that Bedhampton railway station is the closest to the proposed development site at 4.0km. The Highway Authority disagree with the measurements provided and consider it to be located c. 6.0km to the southeast. With the above in mind, Cosham railway station is the closest to the site c. 5.0km to the south just outside of the 5km cycling isochrone provided within Figure 5.4 of the TA. The station can be accessed on bicycle via the A3 London Road and by bus service 7 and 8. Given its distance from the development and the scale of the development rail is unlikely to be a mode choice which does not also rely on the private car.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 3-year period using the CrashMap data base with Hampshire Constabulary records to be provided at the RM stage. The use of CrashMap data is not agreed and all PIA data should be obtained from Hampshire Constabulary records for the most recent 5-year period. Given that the outline planning application is fixing the principles of the development, the correct PIA data should be obtained.

Stage One Road Safety Audit (RSA1)

No RSA1 has been submitted to support the access arrangements. The applicant suggests that this can be appropriate conditioned through the reserved matters stage which is not agreed. The Highway Authority need to be satisfied that a safe and suitable access arrangement is agreed and secured thought the outline consent and therefore this should be supported by an RSA1 in the interest of highway safety. Any comments regarding the site access at this stage are subject to the findings of an RSA1. This should be submitted along with a designer's response for consideration. An RSA1 must also be provided for the internal road network at the reserved matters stage.

Site Access(es)

It is understood that the development is being offered for adoption by the Highway Authority and therefore comments have been provided on this basis.

Main Site Access:

Vehicular access into the site is proposed via an extension of Laxton Leaze. The access arrangement is shown within drawing GTWVILLE_BSL/SK/02 Rev B. The Highway Authority have reviewed this drawing and have the following comments to make.

Given the interactions with the shared use path which runs through the development site, it was initially requested that alternative access into the site was sought from the Houghton Avenue/Grainger Street roundabout where an access stub is currently present. It is however understood that access from this point is not feasible and therefore, remains as proposed.

The access into the site comprises of a 5.5m carriageway to accord with the existing widths before narrowing to 4.8m to the east of the proposed raised table. A 4.8m carriageway is narrow and does not accord with the minimum carriageway widths as provided within HCC TG2 (5.0m). Given that the development site is to be offered for adoption, the 5.0m width should be adhered to and the access arrangement should therefore be revised.

A raised table is provided, presumably to reduce vehicle speeds upon entering the development given the straight alignment of Laxton Leaze. No construction details have been provided which should be confirmed and accord with adoptable design standards. There are concerns with the use of the raised table given the interaction of the shared use facility as discussed above. Whilst a raised table is considered appropriate to reduce vehicle speeds, this should be provided at grade with Laxton Leaze to minimise the impact this will have on cyclists.

The 2.0m footway on the southern side of the Laxton Leaze is to extend into the site with the shared use provision to incorporate the existing infrastructure provided on the northern side of the carriageway. On the northern side of the carriageway, the existing shared use provision is realigned with dedicated off-carriageway shared use provision provided. The design is currently convoluted and unclear which will lead to conflicts between pedestrians and cyclists accessing and egressing the shared use infrastructure. It is also noted that a 3.0m shared use facility is proposed when the Highway Authority have requested that an LTN 1/20 compliant segregated shared use path is provided. It is considered that provision of the segregated facility will eliminate the current poor design as shown. The Highway Authority welcome a further discussion with the applicant on this matter.

A vehicle crossover arrangement is suggested within the development site to the right of the proposed pedestrian crossing point. It is unclear on its intended purpose and whether any access is required. If an access is proposed, its use should be confirmed and supported by vehicular visibility, pedestrian intervisibility and swept path analysis for vehicles requiring access.

The site access arrangement crosses over an existing culvert. It was previously unclear as to whether the culvert was to remain as per its existing width or whether alterations were required to facilitate the development proposals. The

applicant outlines that alterations to the culvert length are to be undertaken with it being extended from 15.0m to 16.40m. The cover depth of the culvert is c. 300mm which appears to be shallow. Appropriate carriageway and footway construction over the culvert will be required and any design should accord with adoptable design standards. The applicant will be required to obtain OWC consent for the extension to the culvert. Conversations should be sought with the HCC OWC team to discuss the culvert and the implications that the site access may have on this. It is understood based on the comments provided from the LLFA in September 2024 that there are concerns on the proposed culvert arrangements at the access.

Visibility:

The visibility splays provided at the main site access demonstrated within drawing GTWVILLE_BSL/SK/02 Rev B are confusing and unclear. Vehicular visibility splays provided at Peasgood Lane given the need for a modal filter as discussed further below will not be required, however should be supported by cycle visibility splays given that this route could be utilised via bicycles.

Pedestrian visibility splays of 1.5m X 25m have been provided at the tactile crossing point in accordance with a 20mph design speed. This is considered appropriate. The cycle visibility splays whilst based on a 20mph design speed will require refinement once the interaction of the shared use infrastructure with the access road have been agreed. These have therefore not been provided in detail at this stage.

Refuse and Servicing Arrangements:

Swept Path Analysis has been provided within drawing GTWVILLE_BSL/VT/01. Tracking speeds have not been provided and should be undertaken at a minimum speed of 10mph. This should be appropriately annotated on a drawing. Notwithstanding this, the Highway Authority have reviewed the submitted drawings and have the following comments to make.

It is noted that the tracking provided for the delivery vehicle, fire tender and large car utilises Peasgood Lane to access the proposed development site which for reasons as discussed below is not agreed to form part of the access arrangement.

Only the refuse vehicle is shown to access via Laxton Leaze, albeit all possible manoeuvres have not been demonstrated and this should be provided. Additionally, tracking also does not demonstrate the ability of a refuse vehicle to access the development via the extension of Laxton Leaze. It is currently unclear whether the access arrangement can appropriately accommodate the required vehicle movements.

Tracking should therefore be provided for all vehicles in accordance with TG2 utilising Laxton Leaze to access the proposed development. All vehicles provided accord with TG2 except for the private car. The dimensions required are laid out within section 3.2.6 of the guidance. Whilst HCC TG2 does not specifically require a refuse vehicle and fire tender to pass a car throughout the entirety of the internal road network, suitable passing places should be

identified and appropriate intervisibility. The swept path analysis drawings should therefore be updated.

Peasgood Lane Modal Filter:

It has been discussed with the applicant both within a meeting held in July 2023 and on-site in April 2024 that a modal filter would be required at Peasgood Lane to the south of Dennison Dean in the interest of highway safety. Ellisons Crescent/Peasgood Lane have not been designed to be used as a cut through to access the development parcel and is not considered suitable. Furthermore, there are concerns with the implications and interaction with pedestrians and cyclists at the site access arrangement should vehicles be accessing the land parcel via this route. This is further confirmed by the swept path analysis drawings (drawing GTWVILLE_BSL/VT/01) which demonstrates that movements cannot occur appropriately for all vehicles. The implementation of a modal filter is therefore necessary to be delivered in the interests of safe and suitable access. A drawing should be provided of the proposed modal filter to support this planning application and be supported by swept path analysis in accordance with HCC TG2 to ensure that there is appropriate space for the refuse vehicle, fire tender, delivery vehicle and private car to manoeuvre appropriately within the revised layout of Peasgood Lane.

It is understood that Phase 1 residential is in the process of being adopted through the S38 process. Relevant delivery mechanisms of this link should therefore be discussed directly with the Highway Authority.

Emergency Access:

An emergency access is also proposed into the development via Ellisons Crescent. It is intended that this is also to be utilised via pedestrians and cyclists. This arrangement is shown within drawing GTWVILLE_BSL/SK/03 Rev B which includes the provision of 2 lockable bollards and bollard either side of the access to prevent errant vehicle access. The drawing also outlines swept path analysis for a fire tender which shows the ability of this vehicle to use the arrangement.

It has been observed both during site visits and using Google Maps, that vehicles are currently parking on the footway within the vicinity of the emergency access/shared use connection onto Peasgood Lane. The applicant suggests that this is an existing issue and not a requirement for this development to resolve. Whilst it is acknowledged that the errant parking is existing, this will prevent emergency and pedestrian and cycle access into the site in this location. It is therefore considered a requirement in the interests of highway safety should any access remain in this location that a TRO contribution is secured through this planning application.

Visibility:

Visibility splays at the emergency access are demonstrated within drawing GTWVILLE_BSL/SK/03 Rev B. For clarity, splays should be shown along Peasgood Lane south to ensure that the required visibility can be achieved either within land to be offered up for adoption through the S38 process or

within the applicant's ownership. Cycle visibility splays should also be provided.

Materials

It is noted that block paving is proposed for the emergency access and on the raised table at the main site access. Block paving on raised tables can cause a maintenance liability and it is requested that this is removed. With regard to the emergency access, should this be offered for adoption by the Highway Authority then applicant should be made aware that the use of block paving will be subject to commuted sums.

Internal Road Network

Matters regarding the internal network are to be agreed at the reserved matters stage. Notwithstanding, as raised above, an existing shared use facility currently runs through the centre of the site in a 'T' shape providing connections to Maurepas Way to the east and Forest End to the south. Given the connections of the shared use footway cycleway onto Laxton Leaze is to be fixed through the outline stage, it was requested that the alignment of this shared use facility was indicatively shown with the details to be secured through a s106 agreement and provide at the RM stage. Given the proposed severance of this currently traffic free route, in order to improve the level of service given the addition of the proposed development, segregated shared use provision is proposed which is acceptable to the Highway Authority. The details of this at the RM stage should ensure that this segregation is LTN1/20 compliant.

The route as shown on the design and access statement in principle is the maximum deviation that would be acceptable to the Highway Authority. The revised indicative design of the internal road network mean that crossings of this well-established traffic-free route have been minimised where possible. Through the RM stage, priority crossings for pedestrians and cyclists should be considered, and the internal road network should be designed to ensure appropriate visibility and intervisibility can be achieved for all users. Additionally, opportunities to straighten the route further to improve the alignment and improve the priority for east-west movements should also be considered at this stage. The indicative alignment should be shown on a separate drawing for inclusion within the s106 agreement.

The Highway Authority offer a pre-application advice service on the internal layout, and it is strongly recommended that the applicant engages in this service at the earliest stage possible to ensure feedback can be integrated into the design before the layout is fixed. The Healthy Streets approach should be considered and embedded within any future internal layout design. This framework is identified within TG10. Introduction of places to stop and rest and things to see and do for example can improve the placemaking and social cohesion of the area.

Refuse and Servicing Arrangements:

The TA outlines that at the RM stage, the layout will be designed to ensure that refuse vehicle can enter and exit the site in forward gear through the

provision of turning heads where required. The applicant should also ensure that the refuse and fire tender are able to access dwellings appropriately in accordance with the distances as laid out within Manual for Streets.

Parking Provision:

Whilst parking is a matter to be agreed through at the RM stage, the TA provides an outline of the parking strategy for the proposed development. Given previous concerns raised on the use of Waterlooville Town Centre parking standards, the applicant confirms that they will be providing vehicle and cycle parking at the RM stage in accordance with Havant Borough Council minimum residential parking standards which is agreed as acceptable.

Existing Traffic Flows

To establish the baseline traffic flows on the local road network, turning count surveys were undertaken at the following junctions between February 2023 and September 2023 (Maurepas Way roundabout):

- Maurepas Way Roundabout;
- Houghton Avenue / Grainger Street roundabout;
- Grainger Street / Ellisons Crescent priority junction; and
- Grainger Street / Laxton Leaze priority junction

From the assessment works undertaken the peak hours have been identified as 08:00-09:00 and 16:30-17:30 for the AM and PM peak periods respectively. These peak hours have been utilised for modelling and traffic distribution to cover the busiest periods as identified within the above assessment. This is agreed.

TEMPro Growth Factors:

TEMPro growth factors have been applied to the 2023 observed traffic flows to provide background traffic growth for 2025 and 2029 for the Havant 004 Super Output Area. The use of this output area has been agreed elsewhere for the Berewood development and is therefore agreed. It is highly unlikely that the development is to be constructed and open for use by 2025, however the future year scenario of 2029 (5-years post planning submission) is appropriate. No further TEMPro growth rates are therefore necessary given that the future year scenario is the key consideration on the junction operation. The agreed growth rates for 2023-2029 are as follows:

- AM peak – 1.0324
- PM Peak – 1.0299

Committed Development:

The applicant has assumed the remaining Berewood development yet to be built and occupied as a committed development. Undeveloped dwellings and employment land have been calculated based on the trip rates for the outline planning application (reference 10/02862/OUT and APP/10/00828). This is an agreed method. At the September 2023 surveys 1,113 dwelling and 16% of Proxima Park was occupied. Utilising the trip rates agreed within the 2010 TA for the 1,512 unoccupied dwellings and the 84% undeveloped employment use, the undeveloped trips to be included as committed development are as follows:

	AM Peak (08:00-09:00)			PM Peak (16:30-17:30)		
	Arr.	Dept.	Total	Arr.	Dept.	Total
Residential						
Trip Rate	0.116	0.305	0.421	0.288	0.160	0.448
Trip Generation (1,512 dwellings)	175	461	637	435	242	677
Employment						
Trip Rate (B1)	1.193	0.145	1.338	0.122	0.826	0.948
Trip Rate (B8)	0.099	0.054	0.153	0.054	0.107	0.161
Trip Generation (100% occupied)	118	30	148	28	96	124
Trip Generation (84% undeveloped)	92	16	108	20	10	30

Whilst the residential trip rates for inclusion as a committed development are agreed, the total undeveloped trips for the employment uses do not appear to accord with 84% of the total. Using the trip rate provided from the surveys undertaken, 84% would equate to total trips of 124 and 104 respectively in the AM and PM peak periods. Clarity is requested on these differences outlined.

Trip Generation

Vehicular Trips:

To estimate the proposed trip generation for the site, the applicant has compared the figures from the TRICS database with those trip rates approved as part of the outline planning consent for the Berewood MDA.

Historically Approved Trip Rates:

	AM Peak (08:00-09:00)			PM Peak (16:30-17:30)		
	Arr.	Dept.	Total	Arr.	Dept.	Total
Trip Rate	0.116	0.305	0.421	0.288	0.160	0.448
Trip Generation (69 dwellings)	8	21	29	20	11	31

Proposed Trip Rates:

Using the TRICS database the proposed trip generation for the site is as follows:

	AM Peak (08:00-09:00)	PM Peak (16:30-17:30)	Daily (12-hour)
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	Arr.	Dept.	Arr.	Dept.	Arr.	Dept.
Trip Rate	0.156	0.339	0.339	0.152	2.424	2.427
Trip Generation (69 dwellings)	11	23	23	10	167	167

The Highway Authority consider that the 2021 surveys should be removed from the TRICS assessment considering the presence of several lockdown periods where vehicle levels recorded are likely to be skewed. Additionally, older surveys from over 5-years ago should be removed from the assessment. There would still be sufficient sites surveys to provide a more accurate trip generation forecast should sites be used between 2019 and 2022-2023. TRICS assessment should be revised in light of these comments. The TRICS assessment once agreed will provide an appropriate baseline of mode share for the decide and provide approach.

Multimodal trip generation:

Notwithstanding the position set out above regarding vehicular trip rates, multimodal trip rates have been derived using travel to work data. It should be noted that this does not reflect all trip types and those that may be more attractive by sustainable modes such as journeys to school. The method of calculating the multimodal trip generation using vehicular trip rates as laid out within the TA is not agreed. This should instead be based on a total person trip rate with the modal split from the Travel to Work Census Data then applied after. The multimodal trip rates should be revised utilising the above method. Alternatively a multimodal trip rate could be derived from TRICS or the Travel Plan survey data.

The mode split proposed suggests that 13% will travel via sustainable modes. This uptake of sustainable modes is low when compared to the national target of half of all trips to be undertaken by sustainable modes by 2030 (ATE). Through the decide and provide approach, an increase in the mode share to sustainable modes should be realised. Recent monitoring of the Berewood MDA development, has demonstrated an achieved modal split of 18% of trips being undertaken by sustainable modes in June 2023. It is acknowledged that the site is still yet to be fully built out and all the off-site sustainable infrastructure secured yet to be delivered. Given the benefits of the land parcel with its close proximity to Waterlooville Town Centre, a target modal share of 30-40% of all trips from the site being undertaken by sustainable travel modes would not seem unreasonable, if supported through appropriate infrastructure improvements as identified through this response.

Traffic Distribution/Assignment

The applicant has estimated trip distribution based on the 2011 'Travel to Work' Census Data for Havant 004 MSOA. The method of distributing development trips on the network has not been confirmed. The main workplace destinations should be provided within the TA along with the assumed route of onward travel. This should be clearly laid out within the TA and summarised to key area so the any resulting split can be considered with

some geographical context and locations. The distribution diagrams therefore may need to extend further than the A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout dependent on the distribution splits shown.

The proposed distribution for development should be shown on a network diagram both with the percentage turning proportions and the number of trips to travel through these junctions using the scenarios for the capacity assessments laid out further within this response. Additional junction modelling may be necessary upon receipt of this assessment work.

With regard to committed development trips, a conflicting narrative is provided as to how these trips have been distributed on the network. The TA suggests that these have been distributed based on that agreed as part of the outline planning consent between the Northern Access, Main Access, Milk Lane Access and Southern Access. Later within the TA, it is suggested that all trips are distributed through the main site access for robustness. The narrative should be confirmed. The Highway Authority consider the distribution as per the outline consent through all 4 MDA accesses would be appropriate. Given the reliance on the Southern Access for committed distribution, and the impact on the Southern Access junction if additional development trips outside that agreed through the s106 DoV for the MDA are put through the junction, it will be appropriately conditioned through any future planning consent that the Southern Access will need to be in place prior to the occupation of any additional development. Given the status of the southern access and restrictions on the wider MDA site regarding occupations, a holistic approach to modelling should be provided, including demonstrating an appropriate southern access design.

Junction Assessments

The applicant has modelled the following junctions:

- Houghton Avenue/Grainger Street roundabout
- Grainger Street/Laxton Leaze priority junction
- A3 Maurepas Way / Hambledon Road / Houghton Avenue roundabout

With the scope of the modelling as follows:

- 2023 Observed
- 2025 Opening year base
- 2025 opening year development + committed development
- 2029 future year base
- 2029 future year development + committed development

The Highway Authority also welcome a discussion with the applicant on the modelling parameters in line with the decide and provide approach, however, would expect at a minimum an additional modelling scenario of:

- 2029 baseline + committed development + proposed development with mitigation (proposed reduction in car use)

As raised above whilst the 2025 opening year scenario is not agreed, the future year scenario if 2029 (5-years post planning submission) is appropriate. No revisions to the modelling scope are therefore required and is agreed.

All junctions have been modelled using Junctions 10. Whilst there are revisions required to the trip generation, distribution and committed developments included, the Highway Authority shall provide modelling comments on agreement to these parameters.

Travel Plan

Previous comments on the travel plan had been circulated to the applicant directly. A revised travel plan dated July 2024 has been submitted to support this planning application. The Highway Authority are content that all previous comments have been addressed. However, given that the Highway Authority have requested that the TA is based on a decide and provide approach, narrative should be provided as to what measures will be taken if the proposed reduction in car trips is not met. This should be included within the framework travel plan for agreement with the Highway Authority. The targets should also be amended to set out the monitoring requirements of a vision led TA and the targets sustainable mode share (circa 30-40% as set out above).

Recommendations

Further information is required from the applicant with regard to the site access arrangement and off-site traffic matters. The Highway Authority are yet to be satisfied that safe and suitable access into the site can be achieved and welcome further engagement with the applicant to resolve the outstanding matters as raised within the response.

In the meantime, should the Planning Authority wish to determine the planning application then the Highway Authority should be contacted for the reasons for refusal.

Yours faithfully,

Sophie Osborne
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Hampshire 2050