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<i>Date</i>	8 September 2015	<i>E-mail</i>	Robert.Neave@hants.gov.uk

For the attention of Sally Smith

Dear Sally

Use of the E block building for leisure (class D2) and/or non food retail (class A1) purposes with associated car parking and other works on the former BAE Systems site, Elettra Avenue, Waterlooville, PO7 7XS.

Thank you for the opportunity to comment on the above planning application for the proposed development on the former BAE Systems site.

This application has been accompanied by two separate planning applications for the Block A and Block B. Whilst these applications will be assessed individually, their cumulative impact has been assessed.

The wider site benefits from a planning permission (APP/12/00652) which was to provide business units (Class B1, B2 and B8), car showroom, drive thru restaurant, hotel and restaurant and associated parking with access from Elettra Avenue. In addition the land has previously been used for B1 offices.

Policy

The Transport Assessment (TA) submitted with the application summarises the relevant sections of policy from the NPPF, Havant Core Strategy and the Hampshire Local Transport Plan (2011 - 2031), the highway authority accept the relevant policies have been considered.

Existing Conditions

Pedestrian

With regards to pedestrian provision the TA points out that access will be provided on the four surrounding roads. These roads contain footways on either side of the carriageway and are lit by street lighting.

Cycling

With regards to cycling provision there are a number of cycle lanes located within the vicinity of the site. This will provide opportunities to encourage staff/visitors to commute by bike.

Buses

Accessibility by bus is good as Hambledon Road bus stops are within approximately 120m of the proposed development. These stops provide regular services to Waterloo town centre with regular services to other key destinations.

Personal Injury Accident Data

Personal Injury Accident data has been obtained for a five year period, however the data covers only to January 2015 and will need to be updated.

Accessibility

Footways will be provided within the development site, whilst these appear acceptable, the applicant will need to consider pedestrian crossing points within the site between the various units. Detail comments will be provided by Havant's Highway Engineer..

Travel Plan

The travel plan submitted to Highways Authority is a Travel Plan Framework (TPF) for new retail / leisure units and acts as an "umbrella" for each of the individual units and subsequent occupiers on the site. The TPF states that individual travel plans will be produced for each occupier / unit at a later date.

A list of measures is provided within the TPF, however, it is stated that these measures only provide a framework for the occupier to produce the individual Travel Plan and that the occupier will select the most appropriate initiatives to their site. As the development blocks have been submitted separately, an individual travel plan for each unit will be a requirement now for each application.

Development Impact Assessment

Trip Generation

As there is no confirmed land use of the site, the applicant has assumed the three land uses, will be a bowling alley, cinema and Gym. The TA has provided trip rates for all three land uses, In order to calculate how many additional trips will result from the land uses, the industry standard trip rate database TRICS has been used which resulted in the gym land use having the highest vehicle trip rate.

		Person Trip Rate			Vehicle Trip Rate		
		In	Out	Two Way	In	Out	Two Way
	AM Peak	1.40	1.05	2.45	1.10	0.96	2.07
	PM Peak	3.39	2.57	5.96	2.47	1.71	4.17

This results in a traffic generation of:

	Person Trip Rate			Vehicle Trip Rate		
	In	Out	Two Way	In	Out	Two Way
AM Peak	66	50	116	52	45	98
PM Peak	160	122	282	117	81	197

The Transport Assessment has also made reference to the likely traffic generation from the surrounding development, this is listed as

- *Block A – A Supermarket*
- *Block B – A drive through restaurant*
- *Block C – A hotel and/or units within Use Class A3*
- *Block D – A drive through restaurant*
- *Western Side - Employment units*

The TA outlines that the cumulative effect from the entire development in vehicular traffic generation would be:



Land Use	Weekday AM Peak (08:00 – 09:00)			Weekday PM Peak (08:00 – 09:00)		
	In	Out	Two-Way	In	Out	Two-Way
Food Store	10	6	16	32	38	70
Drive Through	26	19	45	47	46	93
A3 Restaurant/Hotel	0	0	0	24	10	34
Drive Through	16	12	27	28	28	56
E Block	52	45	97	117	81	198
Employment	112	30	142	17	84	101
Total	226	122	348	277	307	584

As the development is essentially a mixed use development, the Highways Authority accepts that a 20% allowance for linked trips to site is acceptable.

Traffic Distribution

The pattern of travel associated with the site during the peak hours has been determined by using population ward data and distributing accordingly. Whilst the trip distribution methodology is considered to be acceptable in principle, confirmation which census data has been used should be provided.

Traffic Growth

The current base scenario for the traffic modelling is unacceptable. As the observed flows were recorded in 2012, the applicant will need to use TEMPRO to update the traffic flows.

Traffic Impact

The concerns raised above will need to be addressed before an assessment can be made in regards to impact on the highway network. The applicant will need to update the traffic modelling to take into account the revised baseline and add more modelling output details.

It is noted that Milton Road/ Hambledon Road and Elettra Avenue junction operates over capacity within the 2020 Base + Development (Block E + east and west "park" development scenario). The applicant will need to investigate potential improvements to increase capacity at this junction.

Recommendation

The Highway Authority currently has a number of concerns with the proposed development. In order to seek to address these concerns, additional information is required in relation to the following matters:

- *Updated Accident data*
- *Individual Travel Plan*
- *Clarification and amendments regarding trip rates, traffic growth and distribution*

- *Investigate improvements at the Hambledon Road/Elettra Avenue Junction*

Should you be minded to determine this application in the absence of the above information I would be grateful if you would include the following reasons for refusal;

- *In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated could not be accommodated adequately on the existing transport network. This would result in a severe impact on the road safety and operation of the local transport network contrary to the NPPF and Local Plan Policies CS20.*

I trust that the above is clear but should you wish to discuss this matter please do not hesitate to contact Robert Neave on the above number.

Yours faithfully



Ben Clifton
Team Leader
Strategic Transport

CC Peter Marshall Havant Borough Council

