



Hampshire County Council

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Enquiries to

Malcolm Jones

My reference

MJ/6/3/13/134 (App231)

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Your reference

APP/13/00893

Date

21st October 2013

Email

malcolm.jones@hants.gov.uk

For attention of Aaron Wright

Dear Sirs

BAE Site, Elettra Avenue, Hambledon Road, Waterloooville

Thank you for the opportunity to comment on the planning application for the redevelopment of the above site for a development of mixed retail and leisure uses.

In coming to our conclusions we have considered the Transport Assessment documents prepared by Peter Brett Associates dated September 2013 accompanying the application and all relevant guidance and policy documents, both local and national, including DfT's Guidance on Transport Assessment and DCLG's publication National Planning Policy Framework.

Trip Generation

In determining the baseline against which this development should be considered reference is made to the existing uses and permissions already granted for the site. In this regard it is considered that the potential traffic generated by existing and approved BAE uses would be around 332 arrivals and 42 departures in the morning peak hour and 32 arrivals and 253 departures in the evening peak hour. The redevelopment of the site for a similar mixed development scheme approved in 2012 proposed a range of uses as the development was speculative and there was some variation in the likely occupiers of the various units was likely to generate 107 arrivals and 59 departures in the AM Peak and 94 arrivals and 120 departures in the PM Peak for Scenario 1 and 164 arrivals and 68 departures in the AM Peak and 93 arrivals and 158 departures in the PM Peak for Scenario 2.

The current proposal suggests that it will generate around 55 Arrivals and 51

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

departures in the AM Peak hour and 252 arrivals and 221 departures in the PM Peak. This would result in a notional reduction of around 268 movements in the AM Peak and an increase of around 187 in the PM Peak when compared to the potential from the existing BAE site.

Traffic Impact

Modelling has been carried out on the Elettra Avenue/Winterberry Drive/Site Access Roundabout and the B2150 Hambledon Road/Milton Road/ Elettra Avenue Roundabout.

In assessing the operation of the Elettra Avenue/Winterberry Drive/Site Access Roundabout the modelling has indicated that the junction operates well within it's theoretical capacity in all scenarios considered both with and without the development traffic.

In assessing the operation of the B2150 Hambledon Road/Milton Road/Elettra Avenue Roundabout, the 2015 baseline (with committed development but without the proposed development) demonstrates that this junction is already operating at theoretical capacity on certain arms, specifically the Elettra Avenue arm.

When the proposed development traffic is modelled, certain arms of the roundabout marginally improve in terms of capacity, in particular the Elettra Avenue Arm which will operate within theoretical capacity. It should be noted that other arms do experience a small increase in delay but that all arms remain within theoretical capacity. Whilst the proposals do result in an overall increase in traffic flow through this junction, the balance of flows through the roundabout is improved releasing some capacity as described above.

Travel Plan

The application is supported by a Framework Travel Plan the details of which will be further developed and monitored to ensure it will have the required impact on improving the levels of sustainable travel to and from the site which is likely to result in a reduction in the anticipated traffic generation over time thereby further reducing the development's impact on the adjoining roads. The Travel Plan will be "bonded" in such a way so that should the development not deliver the modal shift targets as detailed in the Travel Plan the County Council will be able to use those funds to implement measures that will deliver a shift away from single occupancy car trips.

Car Parking

Car parking for the proposed development has been provided broadly in accordance with "Hampshire Parking Strategy and Standards, 2002" with an allowance made for the anticipated levels of "cross visitation" as one trip will include visits to more than one of the units proposed.

Recommendation

The development proposals are acceptable in transport and highway terms, although it should be noted that the proposals do result in an increase in trips to and from the site and this will have some impact on the capacity of the B2150 Hambledon Road/Milton Road/Elettra Avenue Roundabout. It is

recommended that a portion of the Community Infrastructure Levy raised from these proposals is identified for improvements to this junction as identified in the Havant District Transport Statement.

I am therefore able to recommend that the application be approved, subject to the following planning obligations being secured:

1. Implementation of a Travel Plan, payment of the Travel Plan approval and monitoring fees, and provision of a surety mechanism to ensure implementation of the Travel Plans
2. The transfer of land for the pedestrian and cycle link.

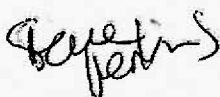
Together with the following condition:

- A Construction Traffic Management Plan shall be submitted to and approved by the Planning Authority in writing before development commences. This should include; construction traffic routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety

I trust the above is clear but please do not hesitate to contact Malcolm Jones on the above number should you have any questions.

Yours faithfully



Steve Jenkins
Team Leader - Highways Development Planning

Cc Peter Marshall – Havant Borough Council

