

Transport Statement

Wellington Retail Park, Waterloooville

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1	Introduction	3
1.1	Introduction	4
1.2	Pre-application Consultation	4
1.3	Scope of Statement	4
2	Baseline Conditions.....	5
2.1	Site Location.....	6
2.2	Sainsbury's Development - Application No. 10/00793.....	6
2.3	Wellington Retail Park	6
2.4	Access by Public Transport.....	6
2.5	Pedestrian Connectivity.....	7
2.6	Car Parking Provision and Demand	7
3	The Development Scheme	8
3.1	A1/A3 Pod Units	9
3.2	Enhanced Pedestrian Connection	9
3.3	Car Parking	9
3.4	Servicing	10
3.5	Bicycle Parking.....	10
3.6	Sustainable Travel.....	10
4	Travel Demand	11
4.1	Development Impact	12
5	Summary and Conclusion.....	13
5.1	Summary	14
5.2	Conclusion	14

1 Introduction

Baseline Conditions

1.1 Introduction

Royal HaskoningDHV has been instructed by the Henderson UK Retail Warehouse Fund to prepare a Transport Statement in association with the development of retail floor space on land within the Wellington Retail Park, Waterlooville.

The proposed Pod building will provide three small units for A1 or A3 occupiers, combining to provide 346sq.m of floor area.

The development will be located within an area currently providing customer car parking, on the southern side of the Retail Park, adjacent to the pedestrian connection beneath Maurerpas Way (A3) to the traditional town centre.

The proposed development's location, adjacent to the pedestrian connection to the traditional town centre, is deliberate in that it will be positioned to maximise the opportunity to attract pass-by trade that exists from the high footfall that takes place between the traditional town centre and the Retail Park.

In association with the development the car park will be configured to enhance the pedestrian connectivity between the Retail Park and the traditional town centre. This will be achieved by altering the car park's internal circulation pattern and reducing the number of times motor traffic can cross the route.

The development will be provided in place of an element of on-site customer car parking, resulting in a net loss of 25 spaces. As a result of the development the Retail Park would retain 537 customer parking spaces.

1.2 Pre-application Consultation

A pre-application consultation process has been undertaken with Havant Borough council.

Further to a meeting with Officers on the 12th July 2013, a formal pre-application correspondence was received from the Borough, and on the principle of the application, and the specific implications for the car park, the correspondence states:

"The Council's Planning Policy Officer has raised no objections to this proposal"

"the Council has no objection to the improvement of parts of the external environment, in particular the central pathway route through the car park from the new ramp at Maurepas Way along to the new Sainsbury's. Improvements in this area would ensure that there would be a good quality pedestrian route from the north through the Retail Park and on into the traditional town centre."

"The Council's Development Engineer has confirmed that he has no objection to the loss of car parking spaces."

The Planning Application should be accompanied by aTransport Statement.

1.3 Scope of Statement

This Statement will provide:

- an overview of the Retail Park and car parking provision;
- access by car and by sustainable modes of travel;
- an overview of the development scheme; and
- the implications of the development on local travel patterns.

2 Baseline Conditions

Baseline Conditions

2.1 Site Location

The Retail Park is located directly to the north of the traditional town centre. However, the Draft Local Plan (Allocations) document published by the Borough in December 2012 identifies the Borough's intention to alter the town centre boundary to include the Wellington Retail Park.

1.1.1

1.1.2

The Retail Park is bounded by Hambledon Road (B2150) to the west and the A3 (Maurepas Way) to the south. These two roads form a roundabout junction just beyond the south-west corner of the Retail Park, which incorporates a one-way entry only to the Retail Park.

At the north-west corner of the Retail Park, the B2150 junctions with Aston Road at a traffic signal control junction. A second point of vehicular access to the Retail Park is provided via Aston Road and Hambledon Road, which form a mini-roundabout junction approximately 40-metres to the east of the B2150.

A pedestrian route exists beneath the A3 (Maurepas Way) connecting the Retail Park with the traditional town centre.

2.2 Sainsbury's Development - Application No. 10/00793

The development of a Sainsbury's foodstore on land immediately to the north of the Retail Park (Caetano site) will allow the Retail Park to become better connected with the town. The Sainsbury's store, which received a resolution to grant planning in December 2011, will measure 7,745sq.m gross floor area (excluding atrium) and will include a petrol filling station and substantial additional car parking (438 spaces). It is understood that preparatory work has commenced on the foodstore's construction.

The Retail Park is located directly between the traditional town centre and the Sainsbury's site.

As a result of the Sainsbury's development the Retail Park will be located between two large foodstores (Sainsbury's and ASDA), and the Waitrose town centre unit will also be within a short walk distance.

The pedestrian route which exists beneath the A3, connecting the Retail Park with the traditional town centre, will be improved as a result of the Sainsbury's development; as this development will fund the provision of new pedestrian ramps and an at grade crossing across Maurepas Way.

An extract from the Transport Assessment submitted in association with the Sainsbury's development is provided below in which the proposed improved town centre connection is described.

"The existing subway is currently served by steps and a stepped ramp which provides a link to the town centre but which is not compliant with the regulations of the Disability Discrimination Act (DDA). As part of the (Sainsbury's) development scheme it is therefore proposed to provide a new pedestrian ramp, in addition to the subway, which will be constructed to a gradient of 5% (1:20) in order to provide a DDA compliant pedestrian link to Maurepas Way. Furthermore, an at-grade surface crossing on Maurepas Way will be provided for pedestrians that will operate under signal control. The proposed crossing will tie into the existing footway on the southern side of Maurepas Way to provide a link into the town centre."

2.3 Wellington Retail Park

The Retail Park comprises of 14 retail units which combine to provide an overall floor area of 22,047sq.m GIA. The Retail Park is provided with 562 customer car parking spaces and 31 staff only spaces.

2.4 Access by Public Transport

The development site is accessible by sustainable modes of transport, with 3 regular bus services (No. 7, 39 & X9) operating on the B2150 (Hambledon Road). In combination these services provide 15 buses an hour to/from the Retail Park. Additional services accessible from Waterloo town centre.

The bus shelters are well within the recommended walking distance of 400 metres (measured from the centre of the Retail Park) as outlined within the IHT document *"Planning for Public Transport in Developments"* and therefore serve as a viable public transport link to and from the site for customers.

Baseline Conditions

The bus stop for southbound bus services can be accessed from the footway located on the eastern side of the B2150, adjacent to the site. The bus stop for northbound buses can be accessed via pedestrian crossings at the B2150/Aston Road traffic signal junction.

2.5 Pedestrian Connectivity

The Retail Park benefits from the high level of pedestrian connectivity that exists between the traditional town centre and the Retail Park.

The Transport Assessment associated with the consented Sainsbury's planning application (application number 10/00793), included a survey of pedestrian movements undertaken via this subway link. This showed that on a Saturday peak hour, up to 658 pedestrian movements were undertaken between the Retail Park and the town centre over the course of one hour.

The level of pedestrian connectivity is already high, and the future occupation of a Sainsbury's store on the northern side of the Retail Park will provide an additional destination for pedestrian movement. With the Retail Park located between the Sainsbury's store and the traditional town centre we can expect this development to increase footfall.

From the subway that exists beneath the A3 Maurepas Way, a dedicated pedestrian/cycle route extends north through the Retail Park towards Aysgarth Road. Currently the route is crossed by 8 circulation aisles within the customer car park.

2.6 Car Parking Provision and Demand

Car parking at the Wellington Retail Park is currently well below the maximum permissible provision as defined by Havant Borough Council and Hampshire County Council adopted parking standards.

Car park demand data collected in November 2011 identified that the Retail Park's customer car park retains a significant reserve capacity on a Friday and Sunday, at all times. Peak parking demand takes place on a Saturday with a minimum of 60 spaces vacant at any one time (based on 535 customer parking spaces).

Planning application number 10/00585 has subsequently been built-out and this resulted in the addition of 27 parking spaces on-site, such that the site is provided with 562 spaces in total.

It is envisaged that this scheme will be provided in place of the coffee shop development (application number APP/12/00369), which received planning consent in May 2012. This development sought to provide 156sq.m of floorspace and would have resulted in the net loss of 3 car parking spaces.

3 The Development Scheme

The Development Scheme

3.1 A1/A3 Pod Units

The proposed Pod building will provide three small units for A1 or A3 occupiers, combining to provide 346sq.m of floor area.

The development will replace an element of customer car parking, adjacent to the pedestrian connection between the Retail Park and the traditional town centre. The development scheme is illustrated in Figure 1 below.



Figure 1: Development Scheme (extract of Denning Male Pollsano Drawing Number 199-PL-100.P1)

Being located adjacent to the pedestrian connection beneath the A3, the location of the development is on the pedestrian desire line between the Retail Park and the traditional town centre. The Pod units will benefit from, and act to strengthen, this pedestrian link.

The pedestrian survey data summarised in Section 2.3 of this document confirms that this pedestrian route is already well used, and the enhanced crossing facility being provided in association with the Sainsbury's development could act to enhance this.

3.2 Enhanced Pedestrian Connection

Alongside the Pod retail development, enhancements are proposed to the pedestrian link across the Retail Park that connects to the A3 underpass, and which will

in future act as the thoroughfare between the traditional town centre and the Sainsbury's development.

This initiative will complement the proposals that have been put forward by Sainsbury's, as the route connects directly with the base of the ramp which will connect to an at grade crossing across Maurepas Way (A3).

As part of the improved pedestrian connection, alterations to the car park will mean that the number of vehicular crossing points will be reduced.

3.3 Car Parking

The car park alterations will mean that additional car parking is provided to support the development, in place of parking lost as a result of the Pod development.

Baseline Conditions

The Pod development and associated enhancements to the pedestrian link across the car park will result in the net loss of 25 customer parking spaces. As a result of the development, customer car parking numbers will reduce from 562 to 537 spaces.

In terms of the car park itself, the circulation pattern will be altered in the vicinity of the development and the pedestrian link. Alterations will include a reduction in the number of vehicular crossing points on the pedestrian link, from 8 to 4.

The alterations to the car parking layout and the enhancements made for those travelling on foot across the car park will allow additional parking spaces to be created. These will partly off-set the loss of spaces that will result from the Pod development itself.

In terms of the detail, the existing car park circulation aisle that routes parallel to Maurepas Way, and which crosses the main pedestrian route adjacent to the A3 underpass, immediately as pedestrians enter the car park from the town centre, will be stopped so that vehicles no longer conflict with pedestrians at this location.

The two adjacent circulation aisles, which currently cross the pedestrian route as part of the car park's wider circulation, will be retained, but will in future provide access to only 15 parking spaces between pedestrian route and the Pod development. This will include 2 parking spaces for disabled drivers, which will be located directly adjacent to the Pod development.

Further to the north, at 3 separate locations existing vehicular crossing points will be terminated so that no conflict is provided with pedestrians routing across the car park.

Overall, the development scheme will result in a reduction in the number of locations that vehicles can cross the site's primary pedestrian route, from 8 locations to 4. It is therefore anticipated that the proposed changes to the car parking layout will significantly enhance pedestrian amenity and promote linkage between the Retail Park, Sainsbury's and the traditional town centre.

3.4 Servicing

A dedicated service bay will be located on the western side of the building, accessible from the site access via the Hambledon Road/Maurepas Way (A3) roundabout junction. It is not anticipated that articulated vehicles or large rigid service vehicles will be required to access this service bay and it has not been designed for this purpose. It is recognised that the service bay requires vehicles to route through the customer car park and it is not envisaged that large vehicles will be required to conflict with customer traffic in this way.

Should large service vehicles be required to access the Pod development then these vehicles would locate themselves within the main customer car park and trolley goods to the units. This would be undertaken out of hours to avoid conflict with customer vehicles.

3.5 Bicycle Parking

Adjacent to the unit, new covered bicycle parking will be provided in the form of 7 x Sheffield stands, which in combination can accommodate up to 14 bicycles.

3.6 Sustainable Travel

The development is not sufficient in scale to warrant a Travel Plan. However, we understand that Officers wish to promote travel initiatives to be designed into the development in order to maximise travel by sustainable modes.

In this case, it is recommended that a Travel Plan Noticeboard is located within each unit, to display information concerning access by non-car modes, including information on the benefits of car sharing. This would be located in an area accessible by staff and one member of staff within each unit would take the responsibility to maintain the noticeboard.

The commitments here fall short of those expected for larger retail development schemes; however this, alongside the provision of bicycle parking, will ensure that all staff is informed of opportunities to travel to the Retail Park by modes other than the private car.

It is not proposed that travel monitoring or targets are adopted in association with this development.

4 Travel Demand

Travel Demand

4.1 Development Impact

The Retail Park as a whole provides over 22,000sq.m of retail floor area and in the context of the Retail Park, the traditional town centre and the emerging Sainsbury's development, this 346sq.m Pod scheme is unlikely to provide a significant retail destination in its own right.

The development's location is such that linkage with pedestrian trips travelling between the Retail Park and the traditional town centre will be maximised and on the basis that the majority of trips will link with those already being undertaken through the Retail Park on foot, the development is unlikely to result in a material impact on local traffic attraction or wider town centre car parking demand.

For trips that are not linked with those already undertaken to the Retail Park or the wider town centre, we can expect a high proportion to take the form of a non-primary trip.

Non-primary trips are those that are taking place on the local highway in any event, and divert their journey to access the development, out of convenience.

While these trips can be new to the Retail Park, they are not new to the local transport network and therefore are not impacting on the network.

In summary, the scale and location of the development indicates that the development is unlikely to result in a material impact on the operation of the highway.

5 Summary and Conclusion

Summary and Conclusion

5.1 Summary

Royal HaskoningDHV has been instructed by the Henderson UK Retail Warehouse Fund to prepare a Transport Statement in association with the development of retail floor space on land within the Wellington Retail Park, Waterlooville.

The proposed Pod building will provide three small units for A1 or A3 occupiers, combining to provide 346sq.m of floor area.

The development will be located within an area currently providing customer car parking, on the southern side of the Park, adjacent to the pedestrian connection beneath Maurerpas Way (A3) to the traditional town centre.

The Retail Park is located directly to the north of the traditional town centre. However, the Draft Local Plan (Allocations) document published by the Borough in December 2012 identifies the Borough's intention to alter the town centre boundary to include the Wellington Retail Park.

The Retail Park provides over 22,000sq.m GIA and is provided with 562 customer car parking spaces.

The development site is accessible by sustainable modes of transport, with 3 regular bus services (No. 7, 39 & X9) operating on the B2150 (Hambledon Road). In combination these services provide 15 buses an hour to/from the Retail Park. Additional services accessible from Waterlooville's traditional town centre.

The Retail Park benefits from the high level of pedestrian connectivity that exists between the traditional town centre and the Retail Park. On a Saturday, up to 658 pedestrian movements were surveyed taking place between the Retail Park and the traditional town centre over the course of one hour.

Car parking at the Wellington Retail Park is currently well below the maximum permissible provision as defined by Havant Borough Council and Hampshire County Council adopted parking standards.

However, car park demand data collected in November 2011 identified that the Retail Park's customer car park retains a significant reserve capacity at peak times of

demand. The survey established that peak parking demand takes place on a Saturday with a minimum of 60 spaces vacant at any one time (based on 535 customer parking spaces).

Planning application number 10/00585 has subsequently been built-out and this resulted in the addition of 27 parking spaces on-site.

The development scheme will result in the net loss of 25 car parking spaces on-site, meaning that as a result of the development the scheme will accommodate 537 parking spaces.

As a result of changes to the car parking layout, vehicles will in future cross the pedestrian route which extends north from the Maurepas Way subway on 4 occasions; a reduction from the existing 8 vehicular conflict points.

In addition to the Pod development, the development will seek to enhance the pedestrian route through the Retail Park, by reducing the number of pedestrian/vehicular conflict points.

Bicycle parking will be provided to support the development, with 7 Sheffield stands located adjacent to the Pod units.

A dedicated service bay will be provided. It is not anticipated that large articulated or large rigid vehicles will be required to access this service bay.

In the context of the Retail Park, the traditional town centre and the emerging Sainsbury's development, this 346sq.m Pod scheme is unlikely to provide a significant retail destination in its own right.

Trips associated with the Pod development are likely to be linked with trips already undertaken the Retail Park or wider town centre, with the development linking well with the footfall that takes place between the two.

5.2 Conclusion

The development scheme will be complementary to the existing Retail Park and traditional town centre retail offer and will enhance the pedestrian connection that exists between the two.

Summary and Conclusions

The development will not result in a severe impact on the operation of the transport network and as such meets the test of the National Planning Policy Framework in respect of transport.