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1. INTRODUCTION

- 1.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of The Malins Group to support a planning application for the erection of two office units totalling 299sqm GIA in the existing car park at The Briars, Waterberry Drive, Waterloooville. The site location is shown below in **Figure 1**.



Figure 1: Approximate Site Location

- 1.2 This TN considers the existing site conditions, site accessibility, access arrangements, proposed car and cycle parking provision and impact on the local road network.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Site and Surroundings

- 2.1 The site currently comprises a bin store and smoking shelter within an area of the existing car park for the surrounding office buildings which form The Briars Office Park (**Photograph 1**). There are 8 existing office buildings within The Briars Office Park measuring a total of approximately 4326sqm GIA with 213 parking spaces.



Photograph 1: Existing site conditions

- 2.2 The Briars is bordered by Westside View to the north, Waterberry Drive to the east, Elettra Avenue to the south and industrial units to the west.
- 2.3 The Briars is accessed off Waterberry Drive via a bellmouth junction measuring approximately 5.5m wide. An existing access road leads through The Briars to the application site (**Photograph 2**).



Photograph 2: Internal access road junction with Waterberry Drive

Local Road Network

- 2.4 Waterberry Drive is a single carriageway road providing access to industrial/commercial units. Waterberry Drive measures approximately 6.5m wide and is in a crescent arrangement adjoining Elettra Avenue.
- 2.5 The site is considered to be well connected with the A3 accessed 650m southeast of the site which links to Cosham, Portsmouth and M27 to the south and Petersfield approximately 14.5km northeast.

Site Accessibility

- 2.6 The site is located within 400m (5-minute walk or 1-minute cycle) of bus stops and Horizon WaterlooVille Leisure Centre in addition to being a 750m (10-minute walk or 3-minute cycle) from Sainsburys which future employees of the site can benefit from. Further facilities are located within an accessible distance in WaterlooVille Town Centre approximately 1.2km (15-minute walk or 4-minute cycle) south of the site. It should also be noted that further development is taking place in close proximity to the site, with residential development to the west, and a Lidl store and McDonalds recently constructed 125m to the south east via Elettra Avenue.

Pedestrian and Cycle Network

- 2.7 Waterberry Drive is equipped with a pedestrian footway measuring approximately 1.8m wide adjacent to the western side of the carriageway (**Photograph 3**). To the eastern side of the carriageway Waterberry Drive is equipped with a segregated footway/cycleway measuring approximately 3m wide (**Photograph 4**) and connects to the segregated footway/cycleway on Hambledon Road via a signalised crossing with dropped kerbs and tactile paving, providing a link to WaterlooVille Town Centre.



Photograph 3: Footway adjacent to western side of Waterberry Drive



Photograph 4: Footway/cycleway adjacent to eastern side of Waterberry Drive

Public Transport

- 2.8 The closest bus stops are located on Hambledon Road and Milton Road approximately 290m (a 4-minute walk) and 400m (a 5-minute walk) east of the site respectively and are known as the Milton Road roundabout bus stops. The bus stop on Milton Road provides services to Wecock and Mead End and is equipped with a single pole with timetable. The bus stop on Hambledon Road serves Hambledon and is equipped with a layby and sheltered seating area.
- 2.9 A further bus stop serving Havant, Waterlooville and Portsmouth City Centre is also located to the south of the Milton Road roundabout approximately 400m (a 5-minute walk) southeast of the site and is equipped with a layby, single pole with timetable and sheltered seating area. The local bus services are summarised within **Table 1**.

Service No.	Bus Stop	Route	Frequency (Approximately)		
			Mon-Fri	Sat	Sun
<i>D1</i>	Milton Road Roundabout	Waterlooville – Hambledon	Every 2 hours	3 times a day	None
<i>D2</i>	Milton Road Roundabout	Waterlooville – Denmead	Every 2 hours	Every 2 hours	None
<i>39</i>	Milton Road Roundabout	Havant – Wecock Farm	Every 20 mins	Every 20 mins	Hourly
<i>7 The Star</i>	Milton Road Roundabout	Portsmouth City Centre – Wecock Farm	Every 12-15 mins	Every 20-30 mins	Every 20-30 mins
<i>654 (School Bus)</i>	Milton Road Roundabout	Hambledon – Havant Campus	Once a day	None	None

Table 1: Local bus services operating close to the application site

- 2.10 Cosham Railway Station is located off High Street approximately 6.5km (a 26-minute cycle) south of the site. Alternatively, the railway station can also be accessed via the aforementioned 7 The Star bus service to the King George Playing Fields (Stand F) bus stop followed by a 300m (4-minute) walk. The station provides a direct service to Southampton Central with an average of 4 services per hour during peak periods taking approximately 35-45mins, Portsmouth & Southsea with an average of 2 services per hour taking approximately 10-13mins and Fratton with an average of 1 service per hour taking approximately 9mins.

Personal Injury Accident (PIA) Data

- 2.11 Personal Injury Accident (PIA) data for a five-year period between 2015 and 2019 has been assessed. No incidents occurred at the junction joining the main internal road with Waterberry Drive or within the vicinity of the site and therefore the PIA data does not indicate any specific highways concern that would worsen as a result of the proposed development or pose a threat to future site users.

3. PROPOSED DEVELOPMENT

- 3.1 The proposed development comprises of two office units totalling 299sqm GIA and associated parking with the proposed layout attached as **Appendix A**.

Access

- 3.2 The proposed development will be accessed via the existing access from Waterberry Drive. Between Waterberry Drive and the site itself, a parking court serves the surrounding office units and the proposed development.
- 3.3 Pedestrians and cyclists can also access the site via the aforementioned parking court which connects to the main internal road through The Briars office park.
- 3.4 Given that the access is existing and currently serving the neighbouring office units with the absence of an accident history, the access arrangements are considered to be safe and suitable.

Car Parking Provision

- 3.5 The allocation of parking spaces throughout The Briars is managed by the management company through the lease agreement with the occupier of each unit. There are currently 213 parking spaces allocated to the existing 8 units which form The Briars Office Park (approximately 4326sqm GIA).
- 3.6 Havant Borough Council (HBC)'s 'Parking SPD' (Adopted July 2016) sets out the minimum car parking standards for the proposed office use (299sqm GIA) and the total proposed office use of The Briars Office Park (approximately 4,625sqm GIA) as set out in **Table 2**.

Land Use	Minimum Parking Standard	Car Parking Requirement
B1(a) Office	1 space per 30sqm	10 spaces (299sqm) 154 spaces (4,625sqm)

Table 2: Car Parking Standard (HBC's 'Parking SPD' - Adopted July 2016)

- 3.7 212 parking spaces will be retained for The Briars Office Park, with 17 parking spaces allocated to the proposed units. This therefore exceeds the minimum requirements of HBC's standards when considering the proposed units alone and The Briars Office Park as a whole. Therefore, the proposals are not anticipated to lead to any overspill parking onto the local road network.

Cycle Parking Provision

- 3.8 HBC's 'Parking SPD' also sets out the minimum cycle parking standards for the proposed office use (299sqm GIA) as set out in **Table 3**.

Land Use	Minimum Parking Standard	Cycle Parking Requirement
B1(a) Office	1 stand per 150sqm for long stay 1 stand per 500sqm for short stay	2 long stay stands and 1 short stay stand

Table 3: Cycle Parking Standard (HBC's 'Parking SPD' - Adopted July 2016)

- 3.9 2 covered long stay cycle stands will be located adjacent to the rear of the building and 1 short stay stand will be located adjacent to the frontage of the building to accommodate the cycle parking demand in accordance with HBC's standards.

Servicing

- 3.10 A bin store is located adjacent to the western side of the building to serve the existing and proposed units. The refuse vehicle collection arrangement would remain as per the existing situation.

4. TRIP GENERATION

- 4.1 This section of the TN assesses the likely vehicular trip generation associated with the proposed development using a TRICS assessment. It has been assumed that no vehicular trips are associated with the existing site for the purpose of robustness.

- 4.2 To understand the likely vehicular trip generation associated to the proposed office use (299sqm GIA) a TRICS assessment has been undertaken using 'Office'. The TRICS assessment has been undertaken using the following parameters:

- TRICS (V. 7.7.3);
- 'Employment', 'Office' Use Class;
- Sites in England and Wales (Excluding Greater London);
- 150-750sqm GFA;
- Weekday surveys only;
- 'Suburban area' and 'Edge of Town' Locations.

- 4.3 The results of the TRICS assessment are demonstrated in **Table 4** with the full outputs included in **Appendix B**.

TRICS (v.7.7.3)	AM Peak (0800-0900)			PM Peak (1700-1800)			12 hour
	Arrivals	Departures	Total	Arrivals	Departures	Total	Total Daily Trips
Office Trip Rate per 100sqm	1.895	0	1.895	0	3.790	3.790	18.074
Proposed Development Trip Generation (299sqm Office)	6	0	6	0	11	11	54

Table 4: Proposed Development Trip Generation (TRICS Assessment)

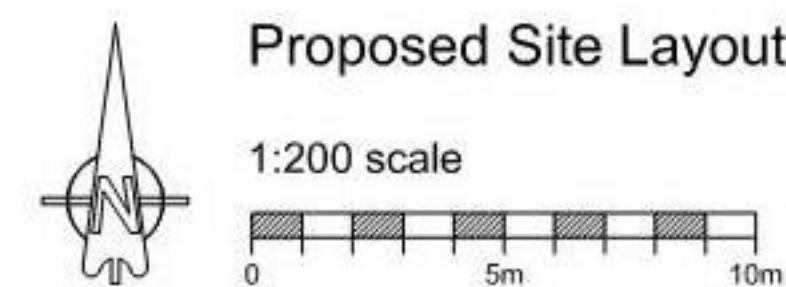
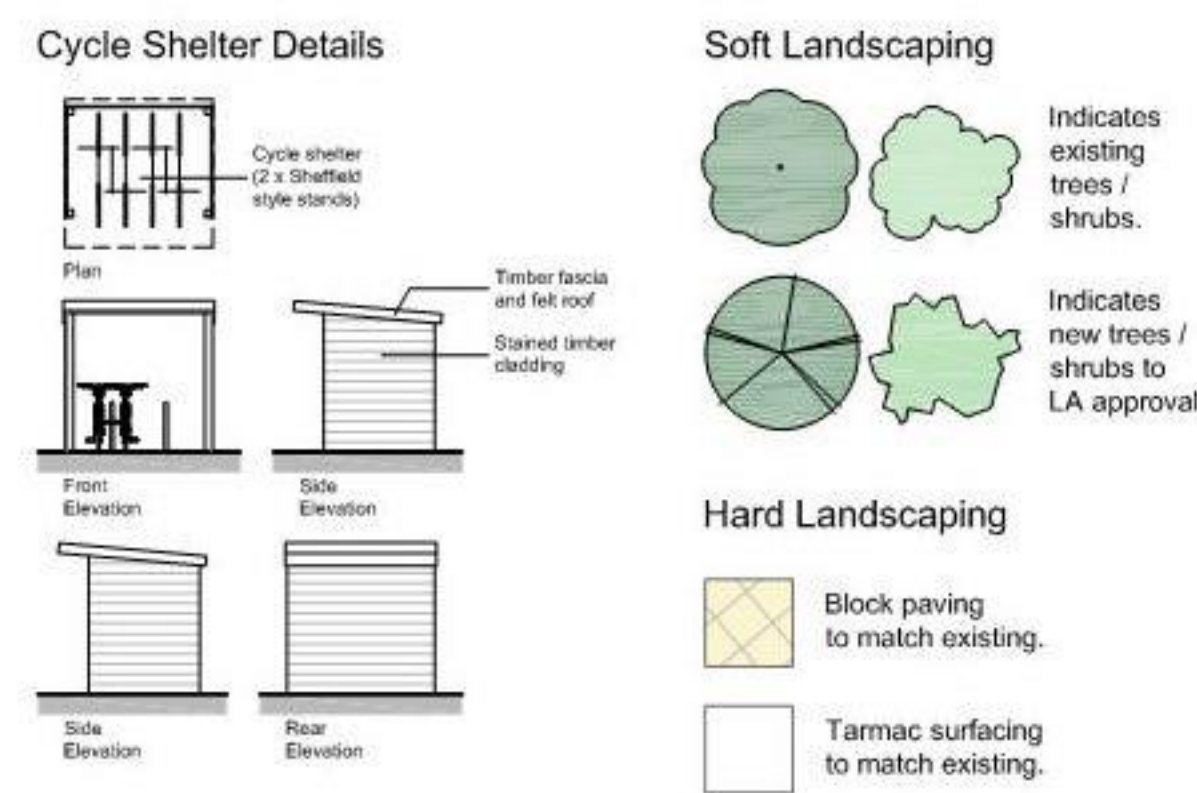
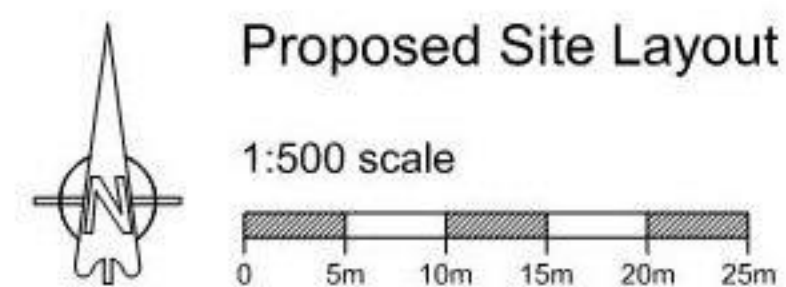
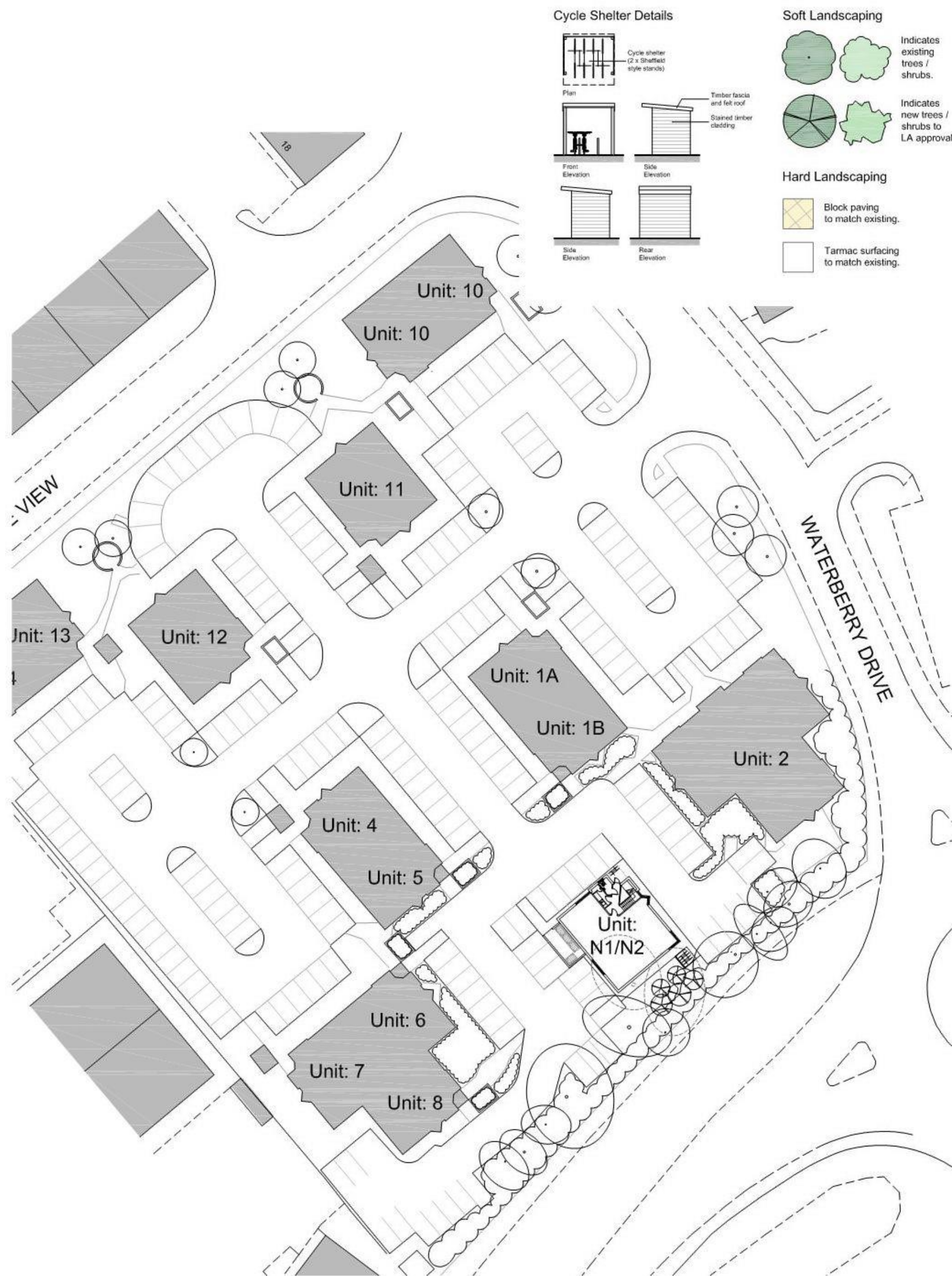
- 4.4 This demonstrates that the proposed development is anticipated to generate 6 trips in the AM peak, 11 trips in the PM peak and 54 trips across the 12-hour period. This equates to an average of 1 additional trip every 10 minutes in the AM peak, 1 additional trip every 5 minutes in the PM peak and an average of approximately 5 additional trips each hour across the day. The proposals are therefore not anticipated to have a significant impact on the operation of the local road network particularly considering that the site is surrounded by similar uses.

5. SUMMARY AND CONCLUSIONS

- 5.1 This Transport Note (TN) has been prepared by Paul Basham Associates on behalf of The Malins Group to support a planning application for the erection of two office units totalling 299sqm GIA in the existing car park at The Briars, Waterberry Drive, WaterlooVille.
- 5.2 The site is considered to be located in a sustainable location enabling alternative modes of transport to be promoted to future users of the site. The proposed development will be accessed off the main internal road through The Briars via a parking court serving the surrounding units.
- 5.3 212 parking spaces will be retained for The Briars Office Park, with 17 parking spaces allocated to the proposed units. This exceeds the minimum requirements set out by HBC of 10 parking spaces for the proposed units (299sqm GIA) and 154 spaces when considering The Briars Office Park as a whole (approximately 4625sqm GIA). Therefore, the proposals are not anticipated to lead to any overspill parking onto the local road network.
- 5.4 The proposed development is anticipated to generate 6 trips in the AM peak, 11 trips in the PM peak and 54 trips across the 12-hour period. The proposals are therefore not anticipated to have a significant impact upon the operation of the local road network particularly considering that the site is surrounded by similar commercial uses. We would

therefore encourage the local planning and highway authorities to look favourably upon this planning application in relation to highways.

Appendix A



NOTES										
GENERAL NOTES:										
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANTS DRAWINGS.										
2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.										
3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.										
4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.										
Unit: 2										
P8	Jan '21	Cycle stores amended.	TH							
P7	Jan '21	Planning Application	TH							
Revision	Date	Description	Drawn	Check						
PLC ARCHITECTS Lansdowne House 25-26 Hampshire Terrace Portsmouth PO1 2QF Hampshire England Tel: (023) 92 755 333 E-Mail: admin@plcarchitects.com Web: www.plcarchitects.com										
Client:										
Project										
The Briars, Waterberry Drive Waterlooville, PO7 7YH										
Drawing Title:										
Proposed Site Layout										
Drawn By	Date	Checked By	Date	Approved By	Date					
JB	Aug '20									
Drawing No.	Revision		Scale							
19 - 3160 - 100	P8		1:200 @ A2							
PLC ARCHITECTS © COPYRIGHT RESERVED 2021										
NOT TO BE SCALED. DIMENSIONS TO BE CHECKED ON SITE										
SCALING ONLY FOR LOCAL AUTHORITY PURPOSES										

Appendix B

Calculation Reference: AUDIT-247601-201214-1251

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

TOTAL VEHICLESSelected regions and areas:

02 SOUTH EAST	
ES EAST SUSSEX	1 days
04 EAST ANGLIA	
NF NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 186 to 500 (units: sqm)
 Range Selected by User: 150 to 750 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	1 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Commercial Zone	1
Residential Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:Use Class:

B1	2 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
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This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days
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This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

TOTAL VEHICLES**Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	343	1.020	2	343	0.000	2	343	1.020
08:00 - 09:00	2	343	1.895	2	343	0.000	2	343	1.895
09:00 - 10:00	2	343	2.478	2	343	0.146	2	343	2.624
10:00 - 11:00	2	343	0.146	2	343	0.292	2	343	0.438
11:00 - 12:00	2	343	0.437	2	343	0.437	2	343	0.874
12:00 - 13:00	2	343	0.729	2	343	0.875	2	343	1.604
13:00 - 14:00	2	343	0.437	2	343	0.437	2	343	0.874
14:00 - 15:00	2	343	0.729	2	343	0.583	2	343	1.312
15:00 - 16:00	2	343	0.292	2	343	0.437	2	343	0.729
16:00 - 17:00	2	343	0.437	2	343	1.020	2	343	1.457
17:00 - 18:00	2	343	0.000	2	343	3.790	2	343	3.790
18:00 - 19:00	2	343	0.437	2	343	1.020	2	343	1.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.037			9.037			18.074

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	186 - 500 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.