

Padnell Grange

Cowplain, Waterlooville



Design & Access Statement

Planning Application | April 2026

Stonebond

 **The Borrow
Foundation**

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Description of Development

Full planning application for the demolition of existing buildings and the erection of 90 residential dwellings with upgraded access to Padnell Road, associated landscaping and other works.

Team

Applicant		Architecture	Planning Consultant
 			
Stonebond Properties (Guildford) Limited www.stonebondproperties.com		OSP Architecture www.osparchitecture.com	ECE Planning www.ece.group
Arboriculture Consultant:		Landscape Architect:	Heritage Consultant:
			
Mark Welby www.mwelby.com		Charnwood www.cldl.co.uk	RPS www.rpsgroup.com
Sustainability Consultant:		Transport & Drainage Consultant:	
			
Abbey Consultants www.abbeyconsultants.co.uk		Conisbee www.conisbee.co.uk	

Vision

An attractive sustainable addition to the village of Cowplain, which will integrate with the local community and provide much needed affordable housing.

Stonebond.



1.0 Introduction



1.1 Introduction

This Design and Access Statement has been prepared by OSP Architecture to accompany an application for full planning permission for the redevelopment of Land at Padnell Grange, Cowplain, Waterlooville. The application is submitted on behalf of Stonebond Properties (Guildford) Limited and The Borrow Foundation, in support of proposals for 90 new dwellings.

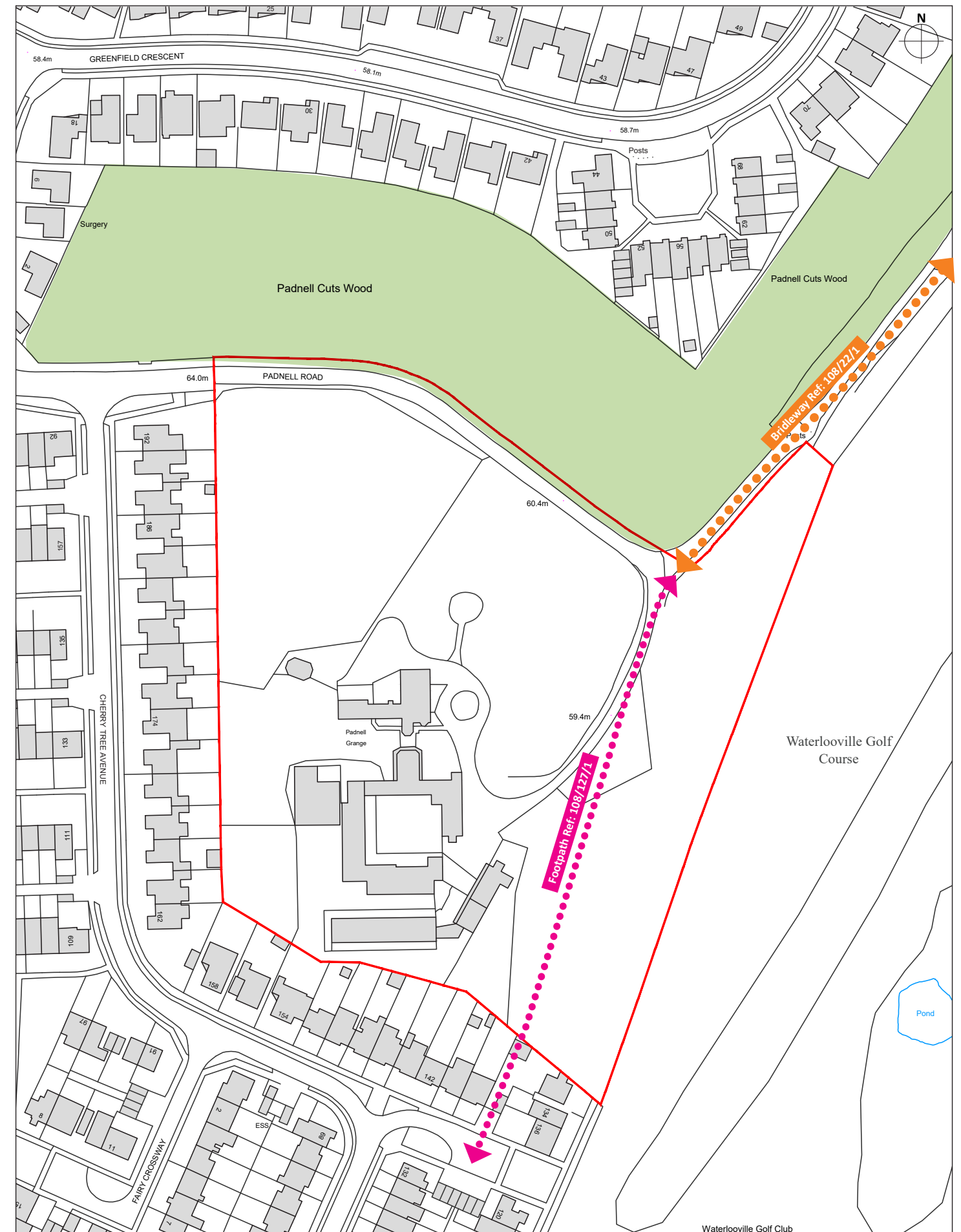
This document details the constraints and design development to date, and the key influential factors which have evolved the residential layout. The design has been considered against the history of a previous planning application (ref:APP/19/00224) and responds to the site allocation in the current and emerging Havant Borough Council Local Plan. The design has been further informed by design delivery documents including the Borough Design Guide SPD (2011), Parking SPD (2016) and the Adopted Housing SPD (2011).

The proposals have the opportunity to contribute considerably to the active housing need in Havant Borough on an allocated and available site. This document will show that the application site is deliverable and in a sustainable location while being a positive addition within its landscape context.

Further details relating to the assessments undertaken as part of the planning application are provided in the accompanying technical reports. This Design and Access Statement should be read alongside these other technical plans and documents.



Google aerial view looking north west



Location plan (site marked in red)

1.2 Site Location

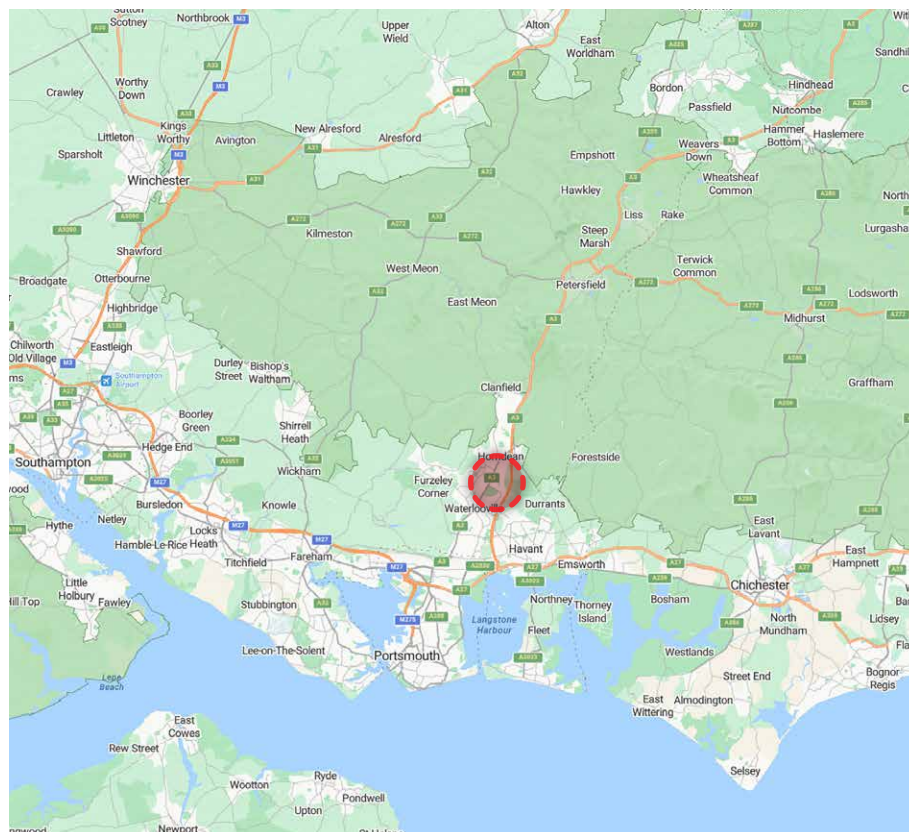
The site is situated on the western side of Cowplain village and is approximately 2.9km north-east of Waterlooville Town Centre. The village is spread along the main A3 artery connecting London with Portsmouth on the south coast. The site has good access to local facilities and is within 800m of a number of amenities in London Road.

This is a substantially residential area constituting circa 7% of the wider Havant Borough population.

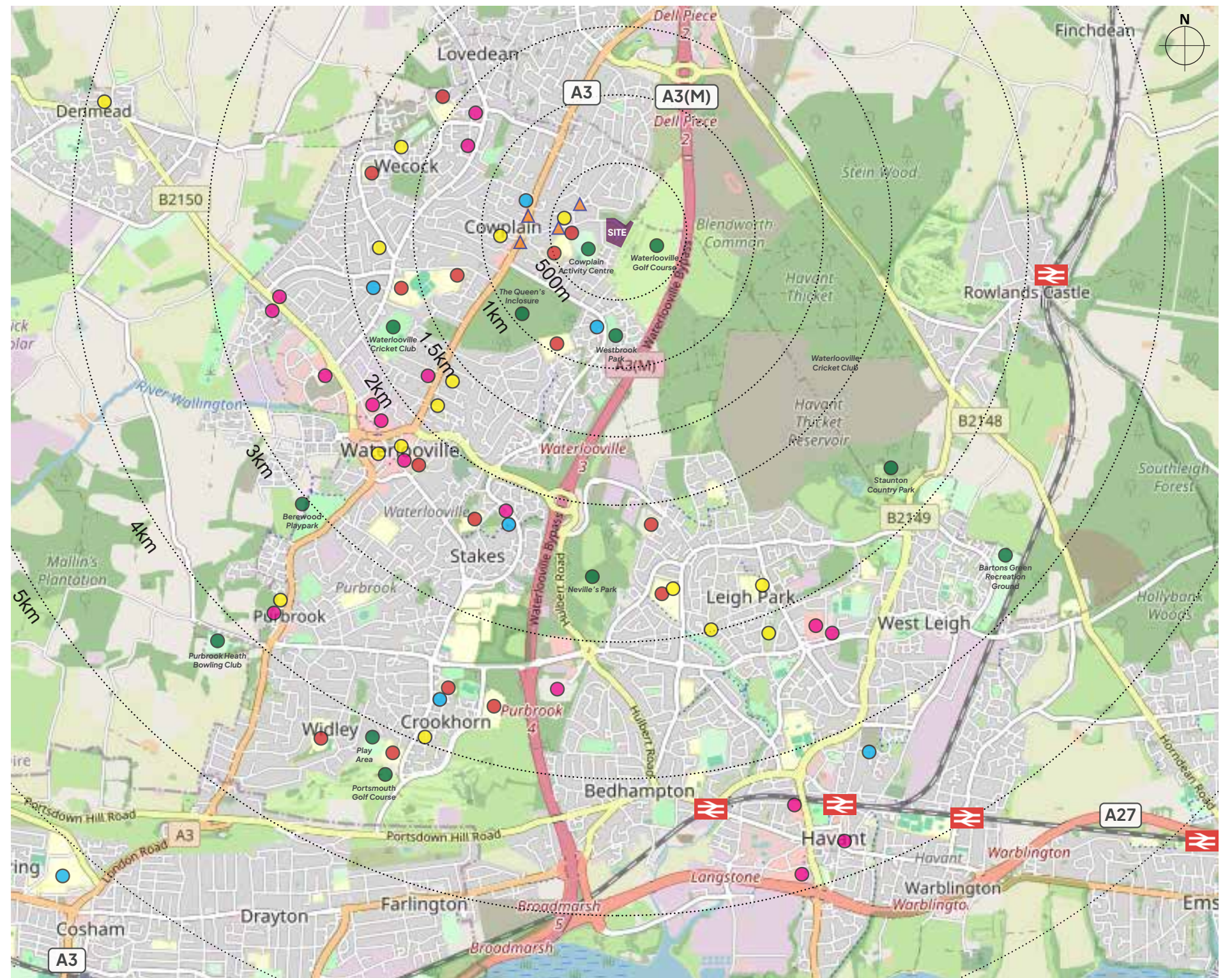
The Queen's Inclosure public amenity is a considerable, historic woodland with woodland walks, to the south of Cowplain suburb, towards Waterlooville. This is a remnant of the Bere Forest which historically covered this area, as is Padnell Cuts Wood, immediately to the north of the site (also known as Hazleton Wood).

The site is well served by public transport with the nearest bus stops located approximately 350m from the Site on Padnell Road and provide hourly bus services to Havant and Petersfield. Additional bus services can be accessed from bus stops on London Road which are approximately 800m for the site and provide frequent services between Clanfield and Southsea, via Portsmouth and Waterlooville, every 15 minutes.

Regular trains to London, Portsmouth, Southampton and Brighton can be accessed from stations in neighbouring areas including Havant, Cosham and Bedhampton.



Large scale location plan



Wider location plan (site marked in purple) with amenities and facilities

1.3 Stonebond

Stonebond is a privately owned partnerships housebuilder, focused on the delivery of high quality, mixed-tenure developments across six regional operations. The Guildford region started in January 2022 and has quickly grown into a business with a 400+ dwelling delivery programme.

The wider business was established in 1975 and is privately funded by the Cherry family, who were the founders of Countryside Properties.

We believe homes are made together. We work closely with our partners to deliver high-quality, mixed-tenure developments with a focus on affordability and sustainability. Our approach is collaborative, customer-focused, and driven by a commitment to excellence.

Our partners include Registered Providers, local authorities, PRS investors, and Homes England. We prioritise using local suppliers and subcontractors, and our dedication to excellence has earned us recognition, including Developer of the Year at the 2024 and 2025 Premier Guarantee Awards.

We build homes that we would want to live in

It's the rule we follow when creating new homes.

Delivering this requires a committed company that takes pride in creating homes of the future, is agile, and works collaboratively with strong personal relationships which put the customer first.

Building a Community

We take pride in our approach to community engagement, ensuring we are fully inclusive. Hosting consultations, workshops, visits, and exhibitions enables us to engage with local people to help bring our bespoke, sustainable communities to life.

Our Commitment to Sustainability

All Stonebond homes are 'B' rated or above for energy efficiency. This aligns with the requirements of our partners, which put the customer first.

All developments have their specific ecological solutions to greatly enhance the local environment and sustainable living. We install hedgehog runs, bird and bat boxes across our developments.

Additionally, incorporating landscaping schemes to help reduce carbon emissions and promote biodiversity. By implementing these solutions, we can reduce the direct impact of our developments on the environment and contribute positively to the Cowplain community.



Previous Stonebond developments



1.4 Previous Application

A previous application in 2019 by others on the subject site was subsequently withdrawn.

This application was for 86 dwellings arranged to respect the existing trees to be retained, with back gardens to the boundaries to the east, west and south of the site.



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2.0 The Existing Site & Context



2.1 Site Description

The site currently consists of a single residential dwelling, disused barns and a small office used by the Borrow Foundation. The redline site area is 2.82ha. Access to the site is via Padnell Road, with the drive sweeping towards the outbuildings before running north towards Padnell Grange with its current forecourt. This is currently occupied as a single dwelling and is the focal building within its natural and ornamental landscaped setting.

The irregular shaped site demise follows the southern edges of Padnell Cuts Wood, is parallel to the golf course to the east and abuts housing along Cherry Tree Avenue to the south and west.

A public right of way (Ref: 108/127/1) runs notionally north to south through the site, along the accessway to the existing buildings, and continues southwards to Cherry Tree Avenue. The footpath turns into a bridleway (Ref: 108/22/1) just outside of the northern boundary of the site and then continues to the north east.

The PRoW connects The Queen's Inclosure to the South with Hazelton Common to the north of Cowplain, past Padnell Cuts Wood.





GREENFIELD CRESCENT

GREENFIELD RISE

PADNELL ROAD

CHERRY TREE AVENUE

PADNELL CUTS
WOOD

PADNELL GRANGE

Bridleway

Footpath

WATERLOOVILLE
GOLF COURSE

SPORTS
PITCHES



2.2 Existing Buildings on Site

The site contains a number of buildings, dating from the mid-19th to late 20th century, the most visually notable being the principal residential building known as 'Padnell Grange'. Located to the south are a group of outbuildings, formerly in agricultural and industrial use, including a barn dating from the 19th Century.

None of the buildings within the site are statutory Listed, nor are they classified by Havant Borough Council as Locally Listed. It is noted in a consultation response from the Conservation Officer to a previous application for the site (APP/19/00224) that the farm buildings were recommended to be put on the council's local list in October 1999, but did not get brought forward because the owner at the time objected. No evidence of this can be found but has been requested.

The previous reporting and opinions of the Conservation Officer identified only two structures that might be considered worth of retention in a future scheme, including Padnell Grange and the 19th Century timber barn. These are explored in more detail within this document, supplemented by a structural, heritage and energy efficiency advice.

The buildings are in various states of repair, with many of the outbuildings in a poor, unsafe condition. A structural condition survey of the notable buildings on site is included within the application submission.



Eastern Range (Borrow Foundation Offices)



Western Range - Timber Framed Barn



Western Range - Outbuildings



Northern Range - Padnell Grange



Northern Range - Padnell Grange



Southern Range - Outbuilding

2.3 Padnell Grange Building

The formal footprint of the Padnell Grange building, and its central location in the site are notable features.

The applied portico entrance detracts from the flint and quoined brick elevations which have Georgian proportions with a 5 aperture bay composition.

The exact age of the farmhouse building is undetermined, but certainly from the second half of the 19th century – no architect has been identified.

The original form of the farmhouse building has been modified with extensions to the rear, and most of the windows replaced. The original building is unbalanced by the mass of the subsequent alterations. The later 20th century modifications do not exhibit historical interest and have little architectural interest.

It is the formal orientation of the building within its landscaped setting which acts as the focus of the wider site.



View of the east elevation



View of the north elevation



View of the east elevation from access drive



View looking north west



View of the north elevation



View of the west elevation



View looking south east

2.4 19th Century Barn

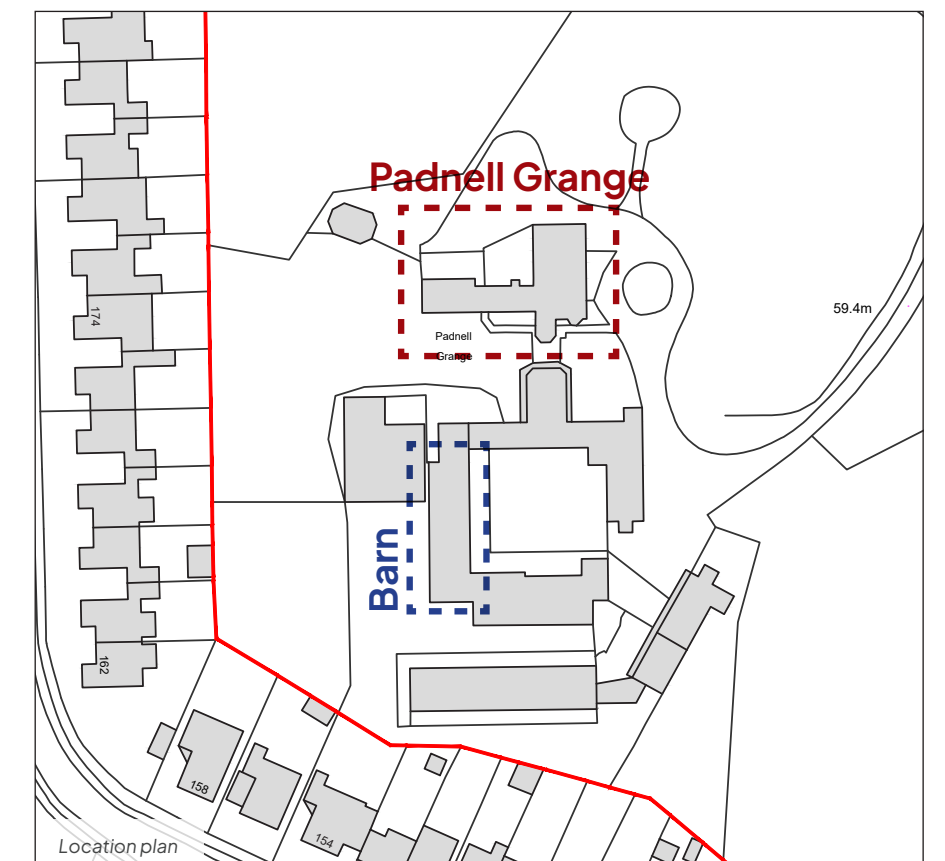
The outbuildings to the south of Padnell Grange form a quadrangle with the barn as the notable building.

The barn forms the western enclosure of the farmstead quadrangle. The house and the barn are the only buildings worthy of consideration, the others being utilitarian and of more modern materials and appearance.

The rectilinear form of the courtyard is a noticeable feature with a north-south/east-west in orientation.

The barn is currently a timber framework only and exposed to the elements, set to the south of Padnell Grange.

The 19th century barn has been subject to general deterioration over time, since the farm ceased to operate. The barn, while vernacular in nature, therefore has been previously assessed as having more historical interest, being less altered from its original form. Since, however, the building has deteriorated. The current landowners have taken steps to try to maintain the structure in the short term, while development plans and options are considered given the site is allocated for residential use.



2.5 Built Heritage Review

The previous heritage report for the site (Pegasus, 2019) assessed all buildings and considered only the barn to merit NDHA (Non-Designated Heritage Asset) status. It does not appear to have assessed the buildings using nationally accepted criteria set out in Historic England guidance HEAN07 – Local Heritage Listing: Identifying and Conserving Local Heritage, and more general guidance on significance identified in the English Heritage (Historic England) National Farmsteads Character Statement.

The Heritage Review submitted alongside the planning application is therefore based on specific assessment criteria and is summarised below.

The review considers there to be no built heritage reason to preclude demolition and replacement of the farmhouse building. Padnell Grange farmhouse is not considered to merit identification as a Non-Local Heritage Asset.

The 19th century barn is a common building typology for the period of construction, retaining minor interest in the structural farming, but the gradual deterioration the building has detracted from the interest. On this basis the Barn is not considered to merit recognition.

However, if the 19th century barn is found to merit recognition as a NDHA by the Conservation Officer, but it is deemed not practicable to retain it in situ, then there is also an option of mitigation through historic building recording, which may reasonably satisfy the impact on the low heritage interest, when weighed against a balanced planning approach to the site.



Padnell Grange Farmhouse



19th Century Barn

HEAN07 Criteria

Criterion	Description	Comment – Padnell Grange Farmhouse	Comment – 19th Century Barn
Asset type	Although local heritage lists have long been developed successfully for buildings, all heritage asset types, including monuments, sites, places, areas, parks, gardens and designed landscapes may be considered for inclusion.	Building – Farmhouse – common.	Building – Ancillary Farm building – Timber Barn.
Age	The age of an asset may be an important criterion, and the age range can be adjusted to take into account distinctive local characteristics or building traditions.	The Farmhouse dates from the 19th century.	The barn dates from between 1908 and 1938, but likely to be between 1920s and early 1930s based on style.
Rarity	Appropriate for all assets, as judged against local characteristics.	Common asset type and style of construction for the period.	Common asset type and style of construction for the period.
Architectural and Artistic Interest	The intrinsic design and aesthetic value of an asset relating to local and/or national styles, materials, construction and craft techniques, or any other distinctive characteristics.	Building has some moderately interesting vernacular carpentry elements but is modified historically and generally is of limited architectural interest.	Building has some moderately interesting vernacular carpentry elements but is modified historically and generally is of limited architectural interest.
Group Value	Groupings of assets with a clear visual design or historic relationship.	Building is one of a group associated with the existing farmyard.	Building is one of a group associated with the existing farmyard.
Archaeological Interest	The local heritage asset may provide evidence about past human activity in the locality, which may be in the form of buried remains, but may also be revealed in the structure of buildings or in a designed landscape, for instance. Heritage assets with archaeological interest are primary sources of evidence about the substance and evolution of places, and of the people and cultures that made them.	The building dates to probably the 19th century and is modified. It exhibits no archaeological value.	The building dates to probably the second quarter of the 19th century and is modified. It exhibits no archaeological value.
Historic Interest	A significant historical association of local or national note, including links to important local figures, may enhance the significance of a heritage asset. Blue Plaque and similar schemes may be relevant. Social and communal interest may be regarded as a sub-set of historic interest but has special value in local listing. As noted in the PPG: ‘Heritage assets ... can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity’. It therefore relates to places perceived as a source of local identity, distinctiveness, social interaction and coherence, contributing to the ‘collective memory’ of a place.	The building has no known historical associations with people or events of note. There are no community connections identified.	The building has no known historical associations with people or events of note. There are no community connections identified.
Landmark Status	An asset with strong communal or historical associations, or because it has especially striking aesthetic value, may be singled out as a landmark within the local scene.	There are no landmark associations identified in terms of local community. The site can be viewed from public footpath.	There are no landmark associations identified in terms of local community. The site can be viewed from public footpath.

2.6 Energy Efficiency of Existing Buildings

While refurbishment of the existing buildings has been considered, they present significant limitations in achieving the energy efficiency standards expected of a new residential development. The existing structures are constrained by their original construction methods, thermal performance, and building fabric, which together restrict the extent to which meaningful energy improvements can be delivered. Even with substantial intervention, the buildings would fall short of current and emerging regulations relating to thermal insulation, airtightness, heat loss prevention, and integration of renewable technologies.

The structural survey confirms that the existing farmhouse and barn are of traditional nineteenth-century construction, comprising solid masonry walls, flint facings, and timber structural elements. These construction types present significant and inherent constraints to improving energy efficiency.

The farmhouse is formed with thick solid walls with no cavity, making conventional insulation measures difficult to implement without major intervention. Internal wall insulation would result in the loss of internal floor area and require the covering or alteration of exposed historic fabric and structural elements, while external wall insulation would be inappropriate due to the flint and brick façades and the risk of damaging the building's character and construction. The exposed timber floors and roof structures further limit opportunities for insulation, and increasing thermal performance without careful ventilation would introduce an unacceptable risk of condensation and timber decay.

The barn is in a very poor structural condition, with extensive timber decay, failed connections and missing roof elements. Substantial structural repair or near-total reconstruction would be required before any energy efficiency measures could be considered. As such, energy improvements are secondary to fundamental structural stabilisation and are not realistically achievable within the existing fabric.

The traditional breathable construction of both buildings is incompatible with modern airtight insulation systems. Introducing such measures would risk trapping moisture, accelerating fabric deterioration and undermine structural integrity. As a result, the scope for improving energy efficiency is severely limited.

In contrast to the possibility of refurbishment, a new build approach enables the buildings to be designed from first principles around a high performance, low carbon

specification. A new structure can incorporate modern materials, advanced insulation systems, and optimised thermal envelopes that dramatically reduce heat demand and operational energy consumption. This includes the ability to achieve superior levels of airtightness, significantly mitigate against the effects of thermal bridging, and orient the building to maximise passive solar gain. These measures are not feasible within the constraints of the existing buildings.

Furthermore, the existing building's layout and structural framework significantly limit the integration of future proof technologies such as air source heat pumps, mechanical ventilation with heat recovery (MVHR), and rooftop solar photovoltaics (PV). A new development provides the opportunity to fully integrate these systems in a coherent and efficient manner, ensuring both compliance with current sustainability requirements, resilience to future regulatory changes and also allow for more affordable energy prices to customers.

Due to the constraints detailed above for the refurbishment option, and even with extensive retrofit works, it is unlikely to elevate the buildings to the higher EPC bands now expected for modern development and what is increasingly required for regulatory compliance. In comparison, a purpose designed new build can be engineered to achieve an EPC B (or higher). This is particularly important given the direction of travel in national policy, which is moving towards the expectation that buildings will not only reduce operational carbon but also demonstrate measurable performance gains through improved EPC ratings. Stonebond's RP clients also expect a minimum EPC of B to ensure homes are affordable for their customers.

Maintaining the existing structures will therefore place a ceiling on how far the building can progress in terms of energy performance. These limitations would likely result in a lower EPC ratings than what can be achieved through new build, with ongoing implications for energy costs, carbon emissions, compliance with future regulations, and long-term asset value.

If Padnell Grange was to be refurbished into flats, this would also create a number of inherent challenges associated with the introduction of communal spaces. Creating flats in the existing building would necessitate new communal corridors, stairwells, and shared access areas that the current layout is not designed to accommodate. These spaces would be inefficiently arranged within the existing structure, reducing usable floor area, compromising

daylight and ventilation, and making it harder to meet modern space and amenity standards.

Introducing communal areas also brings additional requirements for fire safety, secure access, ventilation, and ongoing management and maintenance, which are difficult to retrofit to contemporary standards in the current building. As a result, a refurbishment-led flat conversion would lead to a less efficient, lower quality residential environment than could be achieved through a purpose designed new build.

Taking all of the above factors into account, a new build option represents the only realistic path to delivering a building that aligns with national and local climate objectives, achieves meaningful reductions in operational carbon, and provides long term environmental and economic benefits. Retaining and refurbishing the existing structure, would risk locking in poor energy performance for years to come and undermining the sustainability ambitions of the project.

2.7 Arboricultural

The site contains a substantial tree population of notable arboricultural value, including a large number of mature English Oaks (*Quercus robur*). Many of these oaks are structurally and visually prominent within the landscape and are protected by Tree Preservation Orders (TPOs). These constraints have formed a key consideration in the design process.

A tree survey has been undertaken in accordance with BS5837:2012 – Trees in Relation to Design, Demolition and Construction. The overall retention-category distribution is as follows:

- Category A (High quality): 10 trees
- Category B (Moderate quality): 89 trees
- Category C (Low quality): 62 trees
- Category U (Unsuitable for retention): 12 trees

The predominance of Category A and B Oaks indicates a landscape with strong long-term arboricultural value.

Root Protection Areas (RPAs) associated with these trees have been carefully integrated into the layout. Early design-stage avoidance of RPA incursion has been paramount and will be supported by appropriate engineering solutions where necessary.

Overall, the site contains a high number of mature, protected oaks that collectively make a major contribution to the character of the area. Development proposals reflect the constraints and opportunities identified in the BS5837 survey, ensuring that high-quality and TPO-protected trees are retained and incorporated sensitively into the proposals.



Tree Survey (Mark Welby)

2.8 Ecology

The proposals have been informed by an ecological desk study, a UK Habitat Classification survey and emerging findings from a suite of specialist surveys for protected and notable species including bats, badgers and Great Crested Newts.

This work has identified that no statutory designated areas are located within the site or on adjacent land. Notwithstanding the absence of statutory designated areas directly associated with the site, as with most residential development in the area, where required proportionate provision will be made to avoid cumulative effects of nutrients on coastal European Designated Sites receiving waste water from the Budds Farm Wastewater Treatment Works and Thornham Wastewater Treatment Works.

The nearest non-statutory designated area to the site is located adjacent to the eastern site boundary. This is the Waterloooville Golf Course Site of Nature Conservation Importance (SNCI) designated for its areas of ancient semi-natural woodland, unimproved neutral grassland and heathland vegetation. The area of the SNCI immediately adjacent to the site does not include the designated features and comprises intensively managed fairway and associated rough, and.

The site itself is dominated by habitats of very limited nature conservation interest in their own right being dominated by species-poor amenity grassland and ornamental planting associated with the formal grounds of Padnell Grange. Habitats of higher interest occurring at the site include:

- A native hedgerow on the eastern site boundary;
- A number of mature trees;
- A pond to the north east of the site, adjacent to the bridleway.

Protected and notable species recorded at the site include:

- Bats: The Phase 2 Bat emergence surveys have identified small low-status (non-breeding) bat roosts for individual Pipistrelle and Myotis bats in association with buildings and trees. The site is also used by low numbers of bats for foraging and commuting.
- Great Crested Newts: Although no Great Crested Newts have been recorded from the on-site pond, Great Crested Newts have been recorded from an off-site pond located approximately 90m to the east of the site within the golf course.

No active Badger setts were recorded during the Badger survey.

The emerging proposals show that it will be possible to retain key habitats within the scheme including the eastern boundary hedgerow and the majority of the trees within the site. The landscape scheme for the proposed development also includes opportunity to provide a variety of newly created semi-natural habitats within the site, this will take into account local distinctiveness and conservation priorities.

Habitats of benefit to wildlife to be provided could include a selection of species-rich meadow grassland, native shrub and hedgerow planting, together with wetland habitats either as part of the surface water drainage strategy or as stand-alone features.

As well as the ecological enhancements to the site we will ensure to have an ecologically sensitive lighting strategy to support proposals.



Existing trees to be retained



Existing trees to be retained



Existing trees to be retained

2.9 Drainage

Conisbee have been appointed to undertake a Flood Risk Assessment (FRA) and Drainage Strategy (DS), the purpose of this Flood Risk Assessment and Drainage Strategy is to demonstrate compliance with relevant national and local planning requirements.

The site located in Flood Zone 1 of the Environment Agency Flood Map for Planning, which is defined as land having a less than 1 in 1,000 annual probability of flooding from rivers or seas. In accordance with Environment Agency requirements, a Flood Risk Assessment is required for planning as the site is greater than 1ha.

The site is currently at low risk of flooding from fluvial sources (river water flooding), and whilst there are areas of flood risk from pluvial sources (surface water flooding), this is in limited areas and will be managed through the implementation of an appropriate drainage strategy, resulting in the overall risk to the site of pluvial flooding is considered to be low.

The SFRA includes maps of historic flooding from all sources. This does not show any recorded sewer flooding at the site.

The Proposed Development will provide a surface water drainage network on the site which will manage runoff from proposed impermeable areas and mitigate the existing flood risk. Buildings will also be located above existing surface water flood risk levels.

The proposed surface water drainage has been designed in accordance with the SuDS Principles and will enhance the local area. SuDS have been provided to manage, treat and enhance the water on the site, an attenuation basin and proprietary treatment system. The surface water will discharge to an existing ditch to the north of the Site.

A new foul water sewer through the neighbouring golf course will be required to discharge foul water into the existing Southern Water network. Southern Water have been contacted to confirm capacity in their network for the foul water discharge from the Proposed Development and have confirmed capacity.

It is concluded the Proposed Development is considered to have areas at risk of surface water flooding which will be mitigated by the implementation of an appropriate drainage features and result in a low risk of flooding on the site.



2.10 Transport

Sustainability

The site is in a sustainable location with access to a number of key day-to-day facilities that can be reached by sustainable travel modes, including convenience retail, school, employment and bus services.

The development has easy access to Waterlooville town centre along London Road, to the west of the site, (approximately a 12-minute walk away). London Road has a variety of services and amenities, such as restaurants, cafes, pharmacy and convenience store.

Padnell Junior school is located approximately 700m west of the site along Padnell Road and can be accessed via a footway along Padnell Road from the site. Padnell Pre-School and Infant School is located 1.2km west of the site along Padnell Avenue. The nearest secondary school is The Cowplain Secondary school, approximately 1.7km west of the site (7-minute cycle), along Hart Plain Avenue.

There are bus stops located along Padnell Road, approximately 700m west of the site, and are serviced by the following:

- Route 37 – Havant Bus Station – Petersfield Station via Cowplain and Horndean, approximately once every hour, with a journey time of 40-minutes.

Petersfield Train Station is located 17km north of the site, and provides the following services:

- London Waterloo – two journeys per hour, with a journey time of approximately 1 hour 15 minutes.
- Portsmouth Harbour – two journeys per hour, with a journey time of approximately 35 minutes.

As part of the Transport Assessment, a walking audit will be conducted along routes to key car-free destinations, including to:

- London Road local centre
- Padnell Junior School
- Padnell Infant School
- Bus stops along Padnell Road

Car ownership

Car ownership data from the 2021 Census has been used to establish the local car ownership rate for existing residents within the MSOA (Havant 020) in which the site is located. It is set out as follows:

- Private dwellings (owned or privately rented) – 1.35 cars/vans per dwelling.
- Affordable dwellings (socially rented) – 0.78 cars/vans per dwelling.

Potential Impact

Trip generation

In order to assess the likely vehicle trips associated with the proposed development, a review of TRICS trip generation database has been undertaken. Table 5.1 sets out the likely number of vehicle trips the proposed development of 90 dwellings could generate.

It can be seen from the table that the proposed development could generate up to 393 vehicle movements (two-way) throughout the day, with up to 47 vehicle movements in the AM peak and 48 vehicle movements in the PM peak. These vehicle trips include all residents, visitors and deliveries by vehicle to the development. The assignment and distribution of these vehicle trips is considered in the Transport Assessment and the impact on the surrounding highway network has been assessed.

Assignment and distribution of development generated traffic

The distribution of development generated traffic has been based on the Journey to Work Data from the 2011 Census for the Havant 020 Middle Super Output Area (MSOA).

The key destinations are as follows:

- Havant – 38%
- Portsmouth – 27%
- East Hampshire – 12%
- Fareham – 7%
- Winchester – 6%
- Chichester – 4%
- Eastleigh – 2%
- Gosport – 1%
- Basingstoke and Deane – 1%
- Southampton – 1%
- Arun, Waverly and Lambeth – 1%

Each destination has then been assigned a route/s, based on local knowledge and Google Maps, with the most direct and appropriate routes available. The routes are summarised as follows and shown on Figure 5.2 overleaf and set out in Table 5.3 overleaf.

Time period	Arrival trip rate	No. of arrivals	Depart trip rate	No. of departs	Total trip rate	Total no. of vehicle movements
Vehicles						
8am–9am	0.133	12	0.384	35	0.517	47
5pm–6pm	0.371	33	0.164	15	0.535	48
7am–7pm	2.202	198	2.169	195	4.371	393

Table 5.1 Trip generation

2.10 Transport

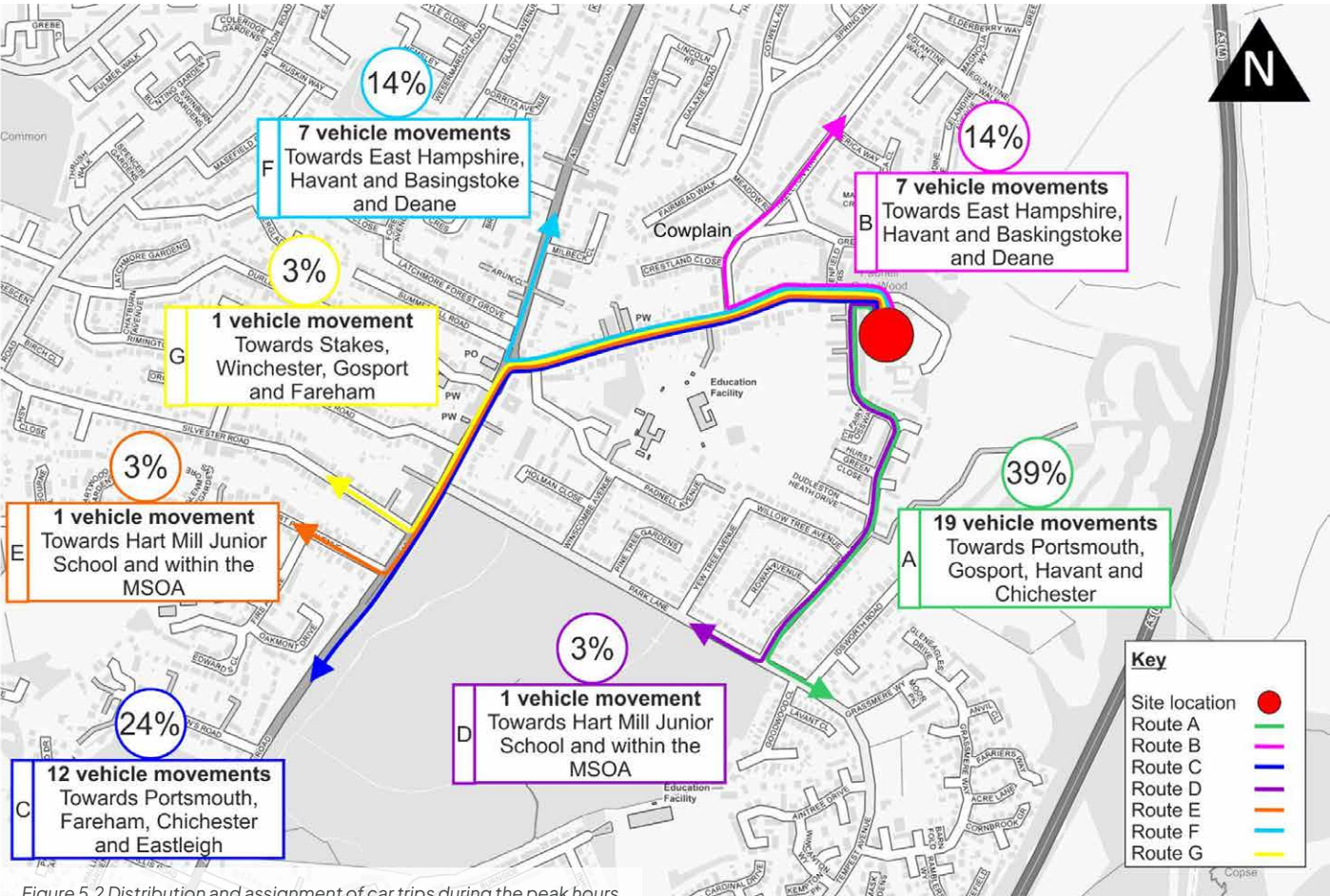


Figure 5.2 Distribution and assignment of car trips during the peak hours

Destination	% of traffic	Route
Portsmouth, Gosport, Havant and Chichester	39	A – South along Cherry Tree Avenue and along Tempest Avenue
Anchorage Park, East Hampshire, Havant and Basingstoke and Deane	14	B – North along Hazleton Way
Portsmouth, Fareham, Solent Business Park, Chichester, Stakes, Gosport and Eastleigh	24	C – West along Padnell Road and then south along London Road
Within the MSOA and to Hart Plain Junior School	3	D – South along Cherry Tree Avenue and then west along Park Lane
Within the MSOA and to Hart Plain Junior School	3	E – South along London Road and then west along Hart Plain Avenue
Anchorage Park, East Hampshire, Havant and Basingstoke and Deane	14	F – West along Padnell Road and then north along London Road
Southwick Estate Solar Park, Solent Business Park, Stakes, Gosport, Arun and Eastleigh	3	G – West along Padnell Road and then west along Silvester Road

Table 5.3 Vehicle destinations and routes

For the purpose of this assessment, it is assumed that all trips generated by the development in the peak periods are journey to work trips. However, it is likely that some trips in the peak periods will be for other purposes, including education, shopping and leisure and these trips are likely to be more local.

Junction capacity analysis

Although the development traffic represents a proportionate increase relative to the low existing flows on Padnell Road and Cherry Tree Avenue, the absolute increase in vehicle movements will be modest and well within the capacity of the existing highway. Consequently, the additional traffic would be readily accommodated without materially affecting safety, capacity, or the character of these streets. As a result, the impact of the proposed development on the operation and character of the surrounding highway network, including Padnell Road, Cherry Tree Avenue and junctions on the wider highway network is expected to be low.

Mitigation measures

On-site mitigation measures, including provision of cycle parking, EV charging for car parking, pedestrian routes and connections to the surrounding pedestrian network, and reduced car dominance through shared surfaces will be included as part of the proposed development to enhance sustainable travel opportunities from the site.

Summary and Conclusion

The site at Padnell Grange is in a sustainable location within Waterlooville, providing easy access to a range of local services, shops, schools, and employment opportunities. It is well served by existing public transport, with bus routes along Padnell Road and nearby London Road, enabling convenient connections to the wider area without reliance on the private vehicles.

Pedestrian and cycle links are available to surrounding residential areas and local facilities, supporting active travel for everyday journeys. The location also benefits from proximity to existing community infrastructure and the local highway network, allowing safe and direct access while minimising travel distances.

Overall, the site’s position ensures that future residents can meet many of their daily needs sustainably, consistent with national, county, and borough policies promoting reduced car dependency and greater use of walking, cycling, and public transport.

Parking has been provided with 153 allocated and unallocated spaces and 31 visitor spaces, exceeding the expected demand based on local census data, which indicates an average car ownership of 1.4 per household.

The key destinations for pedestrians are likely to be within Cowplain and Waterlooville to the town centre, public transport, education and health, and for leisure purposes.

Traffic generated by the development is forecast to be low, with approximately 48 additional vehicle movements during each peak hour.