As of 28.09.2026 Padnell Grange, Waterlooville Transport Assessment - Executive Summary

Conisbee | Ref. 250595 | Version 1.3 | 29 April 2026

Proposal and purpose

The Transport Assessment supports a full planning application for 90 homes on land south of Padnell Road, Waterlooville: 7 one-bedroom flats, 13 two-bedroom flats, 13 two-bedroom houses, 47 three-bedroom houses and 10 four-bedroom houses. Twenty-seven homes (30%) would be affordable. The site is allocated in Havant planning policy for approximately 84 dwellings, with access from Padnell Road. The assessment, scoped with Hampshire County Council, considers sustainable access, road safety, parking, trip generation and highway effects. A formal Travel Plan is not required because the scheme is below Hampshire's 100-dwelling threshold.

Sustainable access and connectivity

The report describes the site as well connected to local facilities. Waterlooville town centre is about 2.5 km away *(via Padnell Rd and London Rd/A3 3.0km, via Tempest Ave 4.0km according to Google Maps);* the London Road local centre is about 750 m from the access; and the nearest Padnell Road bus stops are about 350 m away. Schools, healthcare, shops and open space are within walking or cycling distance. A Public Right of Way crosses the site and links towards Cherry Tree Avenue and Padnell Cuts Wood, while signed cycle routes on Padnell Road and Cherry Tree Avenue connect to the wider cycle network. The report cites an above-average draft Connectivity Tool score of 58-63.

Access, layout and parking

Vehicle access would extend Padnell Road into the site, with an approximately 7 m-wide entrance and a short 3.7 m one-way narrowing that gives priority to exiting vehicles and helps reduce speeds. Pedestrian links connect the site to Padnell Road, the Public Right of Way and routes to the north and south. Internal streets are designed around a 20 mph environment with traffic calming and shared surfaces. Swept-path checks cover refuse, emergency and servicing vehicles, and the access was amended following a Stage 1 Road Safety Audit. Parking comprises 153 allocated/unallocated spaces plus 31 visitor spaces, compared with local Census car ownership of about 1.4 vehicles per household. The scheme also provides EV charging and 173 long-stay cycle spaces, plus visitor cycle parking.

Travel demand and highway impact

Using TRICS *(TRICS provides empirical trip-generation rates for different land-use types, helping planners estimate how many trips a proposed development will generate.)* private-housing rates as a robust scenario, the development is forecast to generate about 393 two-way vehicle movements between 7 am and 7 pm, including 47 in the AM peak and 48 in the PM peak. The analysis also forecasts about 125 daily pedestrian movements, 31 public-transport movements and 8 cycle movements, with roughly 10 deliveries per day. Peak-hour traffic is expected to add about 28 two-way movements to Padnell Road and 20 to Cherry Tree Avenue. Existing peak flows on both roads are described as relatively low (around 100-150 vehicles per hour), with recorded 85th-percentile speeds below 30 mph. At the Padnell Road/Cherry Tree Avenue junction, 2031 PICADY modelling gives a maximum ratio of flow to capacity of 0.15 and queues below one vehicle. No wider junction is expected to receive more than 30 additional development vehicles in a peak hour, so detailed wider-junction modelling was not undertaken.

Mitigation and conclusion

The principal off-site measure is double-yellow-line parking restrictions at and within 10 m of the Padnell Road/Cherry Tree Avenue junction, where existing parking is identified as a manoeuvring and visibility constraint. The assessment states that alternative parking is available nearby. On-site mitigation includes pedestrian connections, cycle parking, EV charging, shared-surface streets and low-speed design. Overall, the Transport Assessment concludes that the site is sustainably located, access is safe and suitable, parking and servicing can be accommodated, and the forecast traffic increase is modest. It considers that the development would not have an unacceptable highway-safety impact or a severe residual cumulative impact on the road network, and that it accords with relevant national, Hampshire and Havant transport policies.

Summary of the April 2026 Transport Assessment; figures and conclusions are those reported by Conisbee.