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Date	15 April 2025	Email	havantdc@hants.gov.uk

For attention of Ms Miszewska

Dear Madam,

**Re: APP/23/00471 At Land of North of Fire Station (Blue Star Land),
Waterlooville**

Outline planning application for a residential development of up to 69 dwellings with access from Laxton Leaze and emergency access from Ellisons Crescent and all other matters reserved.

Thank you for your re-consultation on the above planning application. In response to previous comments dated 13 November 2024, the applicant has submitted a revised Technical Note dated 28 February 2025, a WCHAR dated February 2025 and Modal Filter Technical Note dated 19 February 2025 which the Highway Authority have reviewed and have the following comments to make.

Policy Status

Since the previous formal response, the revised NPPF was published on the 12th December 2024. The revised NPPF raises the importance of a vision-led approach to reduce the reliance on the private car and ensure appropriate modal shift to sustainable modes is secured and delivered from sites to support development proposals. The applicant has revised their TA to consider the fundamentals of a vision-led approach and therefore does not need to revise any of the assessment work.

Sustainable Access

The applicant has undertaken a WCHAR in accordance with HCC TG19. It is noted that this has not incorporated the Active Travel England (ATE) tools or the Healthy Streets indicators despite being previously requested and set out within TG10. The audit routes are summarised within Figure 1.3 of the

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

WCHAR and cover walking and cycling routes for residents to access the key facilities and services identified by ATE. These are summarised below for clarity:

1. To the Local Centre, Newlands Community Centre and Berewood Primary School
2. To the Southern Primary School
3. To the Town Park
4. To Asda and Waterloooville Community Centre
5. To the Waterloooville Town Centre and the Post office
6. To the GP Surgery

Whilst the Highway Authority acknowledges that the site will benefit from the facilities within the Berewood Local Centre once this is delivered, the sustainability of the site will need to be assessed on existing infrastructure in the absence of this being delivered. Routes to alternative existing facilities have therefore been considered within the WCHAR.

It is noted that the WCHAR has not considered routes to secondary provision and employment facilities and the quality of pedestrian and cycle infrastructure to encourage sustainable modes for these shorter journeys where the private car is most commonly utilised. The development site is strategically located to key employment facilities in the Brambles Business Park and Waterloooville Town Centre and improvements have been identified by the Highway Authority towards these routes. The Highway Authority acknowledges that the development will benefit for the Safe Route to School strategy towards the catchment secondary school Crookhorn Secondary. With this in mind, the applicant is not required to re-visit their submitted WCHAR.

The findings of the WCHAR are generally light with minimal opportunities for walking and cycling improvements identified. The applicant concludes that the walking and cycling routes within the local area both on-site and off-site are typically of high quality and therefore offers limited specific opportunities for improvements. This is not agreed given the clear deficits raised both on and off-site with the previous response submitted by the Highway Authority. The improvements identified within the WCHAR include provision of dropped kerbs at a number of tactile crossing points within the Berewood MDA and provision of litter bins. The applicant however acknowledges that the tactile paving points are likely to be rectified as construction works are completed within the development and therefore would not be a requirement of this proposal. No improvements to the infrastructure outside of the Berewood MDA have been identified. These matters identified in the WCHAR are not considered sufficient to encourage use of sustainable modes, meet the trip rates proposed in line with the decide and provide approach and reduce the reliance on the private car to accord with the NPPF and LTP4.

Great emphasis is placed on the provision of the shared use connection through the centre of the site as providing a strategic opportunity for improvement which is not agreed given that this is already existing and a well-established walking and cycling route. The need to provide an LTN1/20

compliant segregated connection are a requirement of this application due to the removal of the current traffic free route to facilitate this development and therefore this should not be discounted from any infrastructure provision.

The Highway Authority disagree that the infrastructure off-site is generally of high quality. The Highway Authority previously noted that the route into Waterlooville Town Centre from the Asda supermarket is convoluted and unclear and requested that consideration was given to this route as part of the WCHAR. No improvements to reduce the conspicuousness of this route has been identified. The audited route requires the use of steps to access Waterlooville Town Centre which would not be appropriate for pushchair users, those with reduced mobility and cyclists to access the town centre. No alternative routing for these users has been considered. It is likely that these users would seek to route via the Swiss Road or London Road to access the town centre. The Highway Authority remain of the view that wayfinding provision would be beneficial at directing users to the most attractive and suitable route for all users. The applicant outlines an opportunity to provide a ramp for cyclists however the Highway Authority nor the applicant has this within their gift to deliver given a reliance on 3rd party land.

No reference is made towards provision of RTI provision at the Victoria Road bus stops within the WCHAR as previously raised by the Highway Authority, nor improvements on the route to access these. Wayfinding provision would be beneficial here for future users of the development.

Despite the findings of the WCHAR, means for sustainable infrastructure improvements have been identified along routes associated with access to the development. It is highly likely that the Highway Authority would seek for a proportionate contribution to be sought towards these measures referenced within the previous response dated 13 November 2024 and therefore consideration should be given by the applicant towards these matters. In summary these matters raised are as follows:

1. Widening of and kerbing amendments for the existing connection between Laxton Leaze and Plant Farm Crescent to cater for cyclists
2. Financial contribution towards delivery of the Southern Brambles Link
3. Financial contribution towards delivery of the parallel crossing along Houghton Avenue
4. Financial contribution towards pedestrian and cycle improvements at the Forest End roundabout as identified on the Havant LCWIP
5. Delivery of wayfinding strategy towards key facilities and destinations
6. Provision of RTI information at the Victoria Road bus stops

The Highway Authority welcome a further discussion with the applicant on these matters and the full sustainable transport package to be secured from this development.

Personal Injury Accidents (PIA)

PIA data has been obtained from the applicant utilising Hampshire Constabulary Records for a 5-year period from 01 May 2019-30 April 2024.

The study area and associated reported collisions is set out within figure 1.3 of the TN. Given the scale of the development, the Highway Authority are content with the study area shown. It is noted that the data provided is a year out of date and therefore may not represent the current accident history. The Highway Authority therefore have undertaken their own internal review for a more recent 5-year period (01 September 2019-31 August 2024).

Using the updated accident data 24 accidents have occurred within the study area over the period set out above (5 'serious' and 19 'slight'). The Highway Authority acknowledge that no accidents have occurred within the vicinity of the site access point nor within the Berewood MDA itself included within the study area.

A cluster of accidents have been observed at the A3 Maurepas Way/Hambledon Road/A3 London Road/Houghton Avenue roundabout and the Mill Road/A3 London Road priority junction. The Highway Authority are however content that these are all isolated accidents with no trend that is unlikely to be exacerbated by the development. No further accident analysis is therefore required from the applicant.

Stage One Road Safety Audit (RSA1)

No RSA1 remains to be submitted to support the access arrangements. The Highway Authority seek to reiterate that this is necessary to be undertaken at the planning stage before any positive recommendation is provided to ensure that a safe and suitable access arrangement is agreed and secured through the outline planning consent in the interests of highway safety. Any comments on the site access(es) at this stage are subject to the findings of an RSA1. This should be submitted along with a designer's response for consideration.

Site Access(es)

Main Site Access:

The revised access arrangement is shown within drawing GTWVILLE_BSL/SK/02 Rev G. The Highway Authority have reviewed this drawing and have the following comments to make.

The covering letter submitted to support this application outlines that the previously proposed 4.8m carriageway within the development has been widened to 5.0m to accord with HCC TG2 guidance. This is now considered acceptable to the Highway Authority.

A raised table is provided located to the east of the termination of the shared use facility to be provided at-grade with Leaze. Whilst comments are set out below on the suitability of this arrangement, the location of the raised table removes the conflict previously presented and removes the need for cyclists to navigate this. The construction details remain unconfirmed and must accord with adoptable design standards. This should be confirmed and will be secured through an appropriate planning condition.

The Highway Authority acknowledged that consideration has been given to the provision of a LTN1/20 compliant segregated shared use footway cycleway on the northern side of the main spine road. The cycleway is to measure 2.5m in width however the resulting footway width remains unclear and should be confirmed. The Highway Authority would expect this to be a minimum of 2.0m to accord with TG10. The Highway Authority remain concerned with the poor design of the segregated shared use connection particularly where cyclists are expected to access and egress this facility. Opportunities to better integrate cyclists at the access should be considered holistically with the modal filter which is discussed further below. Refinements to the design is likely to require the relocation of the tactile pedestrian crossing points shown.

Between the segregated provision and the carriageway, a service margin is outlined on the drawings. The width of this and proposed use of materials in this location should be confirmed.

A vehicle crossover arrangement remains on the southern side of the access road to the right of the proposed pedestrian crossing point. The use and need for an access arrangement in this location remains unclear and should be confirmed. The tracking provided within drawing GTWVLE_BSL/VT/010 Rev B outlines that a 7.5t van will overhang the opposite side of the carriageway when undertaking a left-out manoeuvre from this access. The use should be confirmed before the Highway Authority can confirm the acceptability of this arrangement.

The Highway Authority previously made reference to the proposed culvert required to facilitate vehicular access into the site. The applicant is reminded that separate OWC consent is necessary to alter the existing culvert and the acceptability of the access arrangements into the site is reliant on consent being granted. It is unclear whether the existing culvert width has been confirmed from a survey. It also remains unclear whether the culvert is acceptable to withstand vehicular traffic given this currently withstands pedestrian and cycle movements only. Additionally, the level difference between the footway and the headwall/ditch should be confirmed. Whilst these matters are typically for s38 detailed design, given issues that have currently arisen for adjacent Berewood parcels, the Highway Authority strongly recommend early engagement with the LLFA at this stage. Further information can be found at the following link: [Making changes to a ditch or watercourse | Environment | Hampshire County Council](#).

Visibility:

The visibility splays provided at the main site access are demonstrated within drawing GTWVLE_BSL/SK/02 Rev G.

Vehicular visibility splays provided at Peasgood Lane given the need for a modal filter as discussed further below will not be required, however should be supported by cycle visibility splays given that this route could be utilised by bicycles. Vehicular visibility has been provided at the proposed private access

of 2.4m x 25.0m in accordance with a 20mph design speed. The Highway Authority are content that suitable visibility can be achieved.

Pedestrian visibility splays have previously been considered appropriate however as set out above the crossing points are likely to require relocation to accommodate amendments to the segregated shared use infrastructure. The cycle visibility splays whilst based on a 20mph design speed require refinement and should also be revised once the design of the segregated shared use facilities is agreed. The position of the splay assumes cycles will be travelling tight to the edge of the cycle provision when egressing the cycle provision which is unlikely to occur in practice. It is considered cyclists would assume a more central position and this should be reflected on any updated drawings.

2.0m x 2.0m pedestrian intervisibility splays have been provided at the vehicle crossover arrangement for Peasgood Lane and the proposed private access. These will not be required at Peasgood Lane with the implementation of a modal filter which is discussed further below. Whilst the splays are drawn incorrectly and should be drawn from the centre of the carriageway. The Highway Authority consider that appropriate pedestrian intervisibility can be achieved.

Refuse and Servicing Arrangements:

Drawing GTWVILLE/BSL/VT/01 Rev B outlines revised swept path analysis. Tracking speeds remain unconfirmed and should be undertaken at a minimum speed of 10mph. This should be appropriately annotated on a drawing. The Highway Authority have however reviewed this drawing and have the following comments to make.

The drawing continues to outline tracking movements for vehicles utilising Peasgood Lane to access the proposed development which evidences that the movements cannot be accommodated appropriately and could lead to conflicts between pedestrians, cyclists and other vehicle users. The Highway Authority remain of the view that Peasgood Lane is not suitable to form part of the access arrangement into the site and the provision of the modal filter is discussed further below.

The drawing however includes further scenarios for vehicles accessing the site via Laxton Leaze only for an 11.20m 'super large' refuse vehicle only which outlines all possible manoeuvres. Whilst the refuse is shown to pass a car for a certain extent, this has not been evidenced for the full length of Laxton Leaze and into the site access itself. It is currently unclear whether the access arrangement can appropriately accommodate the required vehicle movements.

The fire tender whilst being evidenced to access the site via Ellisons Crescent has not been shown to access via Laxton Leaze. Additionally, no tracking for a 7.5t panel van passing a car has been provided for movements from Laxton Leaze only in accordance with HCC TG2. Notwithstanding the above, should

the revised tracking evidence that the refuse and private car are able to pass along the full length of Laxton Leaze and into the site, the Highway Authority are content that a fire tender and delivery vehicle will also be able to pass a car given these vehicles are smaller in size than the refuse. Should this not be the case, then additional tacking for a fire tender and delivery vehicle passing a car should be evidenced to ensure eth access can operate in a safe and suitable manner.

Peasgood Lane Modal Filter:

The necessity behind the provision of a modal filter at Peasgood Lane has been set out within the previous formal response dated 13 November 2024. In response to this, the applicant has provided a separate Modal Filter Technical Note (MFTN) disputing the need for the modal filter.

Swept path analysis has been undertaken as demonstrated in drawing GTWVILLE_BSL/VT/02 to assess how refuse and large removal vehicles are likely to navigate around Ellisons Crescent, Peasgood Lane and Denniston Dene. The drawings outline that the refuse and pantechnicon vehicle rely on 'footway' areas to turn right into Denniston Dene from Peasgood Lane. Whilst this is noted, despite separate footway provision, Peasgood Lane acts as a shared surface area given that these areas are flush with the carriageway and consistent parking on the 'footway'. The note outlines that parked cars would obstruct these vehicles however a TRO will be required to support the planning application for the emergency access which will ensure these areas are free of parked vehicles on at least one side of the carriageway. With these measures in place the Highway Authority are content that these movements could be undertaken in a safe and suitable manner. The Refuse Authority should be consulted as to the routes currently utilised for refuse collection and whether use of Denniston Dene would be agreeable.

Swept path analysis for a 3-point turn in the location of the modal filter outlines that these movements require a considerable amount of manoeuvring, however, a suitable alternative route as set out above has been demonstrated subject to agreement by the Refuse Authority.

To further justify that a modal filter is not necessary, the applicant has undertaken a traffic survey in January 2025 to assess vehicle and turning movements along Ellisons Crescent/Peasgood Lane and Laxton Leaze. This outlined a total of 36 movements travelling south and 34 travelling north along Ellisons Crescent/Peasgood Lane over the 12-hour period. 29 (c.40%) of these vehicle movements utilised Peasgood Lane to access Laxton Leaze including 9 LGVs. Table 1.1 of the MFTN outlines that over the daily period c.7% of all vehicle movements observed utilised Peasgood Lane to access Laxton Leaze rather than travelling directly along Laxton Leaze and turning right. Whilst it is acknowledged that when compared to Laxton Leaze, the flows along this route are lower, this does not guarantee that this wouldn't act as part of a route choice for people accessing the proposed development. The observed percentage split has been applied to the proposed vehicular trip

generation which outlines a total of 29 movements utilising Peasgood Lane to access Laxton Leaze over a 12-hour period.

The evidence provided by the applicant within drawing GTWVILLE_BSL/VT/01 Rev B outlines that vehicle movements cannot be achieved in a safe and suitable manner when utilising Peasgood Lane to access and egress the proposed development. The modal filter would therefore prevent these movements from occurring and allow for better integration of cyclists to access Laxton Leaze from the segregated shared use provision. This provision will allow for greater width to be available to allow for the segregated shared use facilities to be extended up to this point with cyclists to drop on carriageway with a greater landing area.

The applicant suggests that the requirement for the modal filter does not meet the 3 tests of CIL. The Highway Authority remain of the view that the modal filter is necessary to facilitate safe and suitable access into the proposed development for reasons set out above and consider this. In the absence of this being provided, the Highway Authority would have concerns with the operational safety at the site access for all users.

Emergency Access Visibility:

Visibility splays to the south along Ellisons Crescent has now been identified on drawing GTWVILLE_BSL/SK/03 Rev C. The splay appears to be cut off by the drawing extract however, and the full length of the splay should be identified. This will allow for the splays to be suitably conditioned through an appropriate planning condition and outline the full extent of Peasgood Lane that should be subject to a TRO to ensure the visibility splays remain clear. Given the emergency access is also to be used by cyclists, cycle visibility splays should be demonstrated in accordance with HCC TG3 and LTN1/20. The applicant is reminded on the need for a TRO to be secured to ensure that the emergency access is not blocked by errant parking observed along Peasgood Lane and that the visibility splays remain free of obstruction.

Committed Developments

For clarity the committed developments for residential trips associated with the Berewood MDA have been previously agreed with the Highway Authority. Clarity was sought on the method of applying committed development trips associated with employment uses. The Highway Authority are able to corroborate the methodology set out within the TN and are therefore content with the committed employment trips included within the modelling work. For clarity these are set out below along with the previously agreed undeveloped residential trips:

	AM Peak		PM Peak	
	Arr.	Dept.	Arr.	Dept.
Undeveloped Employment trips	92	16	20	10
Undeveloped Residential trips (1,512 dwellings)	175	461	435	242
Total	267	477	455	252

Trip Generation

The applicant has utilised the TRICS database to derive total person trips for the proposed development. Modal share data has been utilised from the year 4 travel plan monitoring report for the Berewood MDA development which has been applied to total person trip rates for a representative modal share. The use of the travel plan monitoring report data has been found to be similar to that observed within the 2011 'method of travel to work' and is considered to be more representative of future travel patterns for this site given the proximity this development to the Berewood MDA.

As requested previously, sites surveyed in 2021 and sites older than 5 years have been excluded from the TRICS survey selection. The remainder of the outputs are agreed with the Highway Authority.

Total Person Trips:

The trip rate derived from TRICS, and the associated total person trips are as follows:

	AM Peak		PM Peak		Daily	
	Arr.	Dept.	Arr.	Dept.	Arr.	Dept.
Trip Rate	0.213	0.790	0.595	0.258	3.965	3.977
Total Person Trips (69 units)	15	54	41	18	274	274

Vehicular Trips:

The Year 4 travel plan survey data outlines that 79% of total person trips will be undertaken by the private car. Using this percentage and applying this to the above trip rate provides the following number of vehicular trips from the proposed development:

	AM Peak		PM Peak		Daily	
	Arr.	Dept.	Arr.	Dept.	Arr.	Dept.
Vehicular Trip Generation (69 units)	12	43	32	14	216	217

These trip rates provided a suitable baseline for the decide and provide approach as set out further below.

Year 4 Monitoring Report Multi-modal Trips:

As set out above multi-modal trips have been derived using the Berewood MDA Year 4 travel plan survey data. The multi-modal share within table 1.11 of the TN suggests that 21% of trips are currently undertaken by public and active transport modes. This equates to 15 and 12 trips via sustainable modes in the AM and PM peak periods with 114 sustainable trips over a daily period. It could be considered that this level of modal share would be expected for this adjacent development as a baseline given the proximity and close linkages of these developments. This is discussed further below as part of the decide and provide approach.

Decide and Provide – Target Modal Split:

In line with the revised NPPF and as requested previously, the applicant has

provided a decide and provide approach to the trip generation. The future target travel modal split is set out within table 1.13 of the TN with the associated development trips found within table 1.14. The target modal split sets out a 10% reduction in private car trips allocated to walking (4%), cycling (3%) and public transport (3%).

Whilst the target modal share would result in 31% of all trips being undertaken by sustainable modes, a 10% target reduction in private car trips set out within the TN is low and typically the target included within most travel plans. The Highway Authority therefore consider that these targets are not ambitious enough and would expect to see a larger target modal share to sustainable modes closer to 40% given the levels of sustainable transport improvements that have been identified within this response, and future improvements to be delivered as part of the Berewood MDA providing meaningful opportunities to lead to modal shift. This would allow for the site to be further in line with the ATE national target for half of all trips to be undertaken by sustainable modes by 2030.

Whilst it is acknowledged the bus provisions within the vicinity of the site provided reasonable opportunities for use of public transport, given the proximity of a railway station from the proposed site the Highway Authority would seek for a greater uplift to be provided on walking and cycling trips given that the majority of works to be secured from this development will deliver pedestrian and cycle infrastructure.

Traffic Distribution/Assignment

The applicant has estimated trip generation based on the 2011 'Travel to Work' Census Data for Havant 004 MSOA. Vehicles have been routed on the network based on peak hour journey times and distances, with the fastest route selected and assigned to a key route on the network as summarised within paragraph 1.57 of the TN. The total number of associated car drivers is extracted therefore providing an analysis of the percentage distribution splits of development trips at the Maurepas Way/Hambledon Road roundabout.

Table 1.15 of the TN and Diagram A1.13 sets out the proposed development distribution which sets out that the majority of development trips (72%) are to route East along Maurepas Way towards the A3(M). 10% are to travel north along Hambledon Road towards Denmead with the remaining 18% to travel south along Maurepas Way. 10% of these trips travelling south are proposed to travel towards the Berewood Southern Access (Ladybridge Roundabout). The applicant has confirmed that all development trips and committed employment trips are distributed via the main access only with committed residential trips distributed across all 4 MDA accesses in line with that agreed for the outline planning consent. This is noted.

The proposed distribution is displayed within Diagrams A1.14-A1.18 outlining both the turning proportions and the associated number of development trips. This has been replicated based for both the without and with mitigation

scenarios for the target modal split in line with the decide and provide approach.

The Highway Authority note a large percentage of development trips (72%) routing towards the A3(M) utilising Maurepas Way. This equates to 39 and 33 trips in the AM and PM peak periods based on TRICS data and 34 and 29 trips in the AM and PM peak periods inline with the decide and provide approach. Given the number of vehicle movements, the Highway Authority are content that no further junction modelling outside of the scope modelled is required to support this application subject to an appropriate package of measures being secured to encourage use of sustainable modes and reduce the reliance on the private car.

Whilst only 10% of trips are proposed to travel towards the Ladybridge Roundabout, and this wouldn't warrant any site-specific modelling, given the sensitivities of this junction any additional trips above that assessed as part of the s106 DoV for the Berewood MDA can have severe implications on the operation of the existing layout. It is considered necessary through any future planning consent that the Southern Access will need to be in place prior to the occupation of any additional development, which should be covered by an appropriately worded planning condition. Given the status of the southern access and associated revised triggers associated with the wider MDA site regarding occupations, it would be wholly inappropriate to enable further occupations above that agreed within the s106 DoV given the reliance on the Southern Access for this development distribution.

Junction Assessments

The applicant has used Junctions 10 software to model the following junctions:

- Grainger Street/Laxton Leaze priority junction
- Houghton Avenue/Grainger Street roundabout
- A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout

The revised scope of the modelling is as follows and has been agreed with the Highway Authority:

- 2029 future year base + committed development
- 2029 future year + committed development + development
- 2029 future year + committed development + development (proposed reduction in car use)

Whilst the proposed reduction in vehicular trips using the decide and provide approach is not yet agreed, this would only have a positive impact on the modelling outputs provided. No further modelling would therefore be required. The Highway Authority have reviewed the modelling and have the following comments to make.

Grainger Street/Laxton Leaze priority junction:

The maximum RFC for the above junction in the 2029 + committed

development + development without mitigation is 0.17 on the Laxton Leaze arm in the AM peak hour. This reduces to 0.16 with the target modal split scenario. Whilst the development trips increase the RFC from 0.04 to 0.17 in the AM peak at this junction, the junction will still remain able to operate well within theoretical design capacity of 1.0 RFC. The Highway Authority therefore have no capacity concerns with ability of this junction to operate in a safe and suitable manner with the additional development trips.

Houghton Avenue/Grainger Street roundabout:

The maximum RFC for the above junction in the 2029 + committed + development without mitigation is 0.45 on the Houghton Avenue (E) arm in the PM peak hour. The maximum RFC remains at 0.45 with the target modal split scenario. The development trips have a negligible increase of 0.02 RFC when compared to the forecast base + committed scenario (0.43 RFC). Based on the results provided, the Highway Authority have no capacity concerns with ability of this junction to operate in a safe and suitable manner with the additional development trips

A3 Maurepas Way/Hambledon Road/Houghton Avenue roundabout:

The maximum RFC for the above junction in the 2029 + committed + development without mitigation is 0.85 on the A3 Maurepas Way arm in the PM peak hour. The modelling outputs also identifies a delay of 15.58 seconds. The maximum RFC and delay observed reduces slightly to 0.84 RFC and 14.43 seconds with the target modal split scenario. Whilst the queuing observed could be considered a cause for concern, the Highway Authority through the provision of raw queue length survey data at this junction are content that this is a rolling queue which regularly clears upon approach to the junction.

The development trips have a negligible increase of 0.01 RFC when compared to the forecast base + committed scenario (0.84 RFC) and on the delay observed. Whilst the model is reaching practical design capacity of 0.90 RFC, it has not reached theoretical capacity of 1.00 RFC.

It is therefore vital that appropriate sustainable transport improvements are secured to support this planning application. This will ensure that the vision-based trip rates are met, encourage use of sustainable modes and offset any wider development trips travelling through this junction to minimise the impacts on capacity and delay.

Travel Plan

Given that the vision led trip rates are yet to be agreed, the Highway Authority have not reviewed the revised travel plan. The off and on-site improvement measures (hard infrastructure) once agreed should also be referenced within the travel plan as a measure to ensure the levels of modal shift in line with the vision led approach are achieved along with softer infrastructure measures.

Recommendations

Further information is required from the applicant with regard to the site access arrangement and off-site traffic matters. The Highway Authority are yet

to be satisfied that safe and suitable access into the site can be achieved and welcome further engagement with the applicant to resolve the outstanding matters as raised within the response.

In the meantime, should the Planning Authority wish to determine the planning application then the Highway Authority should be contacted for the reasons for refusal.

Yours faithfully,

Sophie Osborne
Senior Transport Planner – Highways Development Planning
Hampshire 2050