

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Sophie Osborne	My reference	055329
Direct Line	N/A	Your reference	APP/24/00342
Date	31 January 2025	Email	havantdc@hants.gov.uk

For attention of Ms K Taylor

Dear Madam,

Re: Outline planning application for the development of up to 164 dwellings, with associated vehicular access, infrastructure and landscaping (all matters reserved except access) | Woodcroft Farm Development Site, Woodcroft Lane, Waterlooville

Thank you for your re-consultation on the above outline planning application. In response to previous comments dated 19 July 2024 the applicant has submitted a revised Transport Assessment (TA) dated November 2024 and supporting drawings which the Highway Authority have reviewed and have the following comments to make.

It is noted that since the previous formal response the quantum of development has reduced by 26 dwellings from 190 to 164.

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 combined WCHAR in accordance with HCC TG19 in conjunction with a Healthy Streets assessment and the Active Travel England path check tools. The 7 routes audited have been previously agreed with the Highway Authority and are summarised below for clarity:

1. All PRow surrounding the site, within and surrounding the existing Catherington Park Development
2. On-site Catherington Park routes (Merritt Way and Wilkes Way)
3. Route to local bus stops
4. Route to local shops
5. Route to Woodcroft Primary School
6. Route to Doctors Surgery
7. Route to Horndean Technology College

In general, the WCHAR references scoring of the routes against the ATE route selector tool however a breakdown of the scores for each item have not been provided. Reference is also made to the removal of certain criteria however does not expand on this further. It is unclear how each score has been generated for each criterion provided within the tool. Additionally, the Healthy Streets indicators are referenced however no score has been provided. It is unclear what implications improvements along these routes would have to increase the Healthy Streets Score. The Highway Authority are therefore unable to corroborate the assessment work undertaken in accordance with these sets of guidance. Irrespective of this, the Highway Authority are content that in this instance there is sufficient information within the WCHAR to not warrant any further assessment work. As a result of the WCHAR, a number of strategic and general opportunities for improvements along the routes identified. These are discussed further throughout this response.

Public Rights of Way Improvements:

Several strategic opportunities for improvement along the PRow within the vicinity of the site have been identified through the WCHAR process. Specifically, this encompasses upgrades to the surfacing and provision of lighting and wayfinding along bridleway 108/1b/1 and 108/1a/4 and restricted byway 108/523/1. Vegetation cut back has also been identified as necessary for both bridleways to ensure the effective width of both routes remain unobstructed for use by both pedestrians and cyclists.

Given the reliance on the PRow network identified to reduce the walking and cycling distances to access key facilities and services, the Highway Authority are supportive of measures to improve the quality of these routes. Improvements to the surfacing and provision of street lighting will provide all-weather all-purpose routes to encourage use of sustainable modes over the private car. The scope of these improvements has been identified within drawing 167.0006-0022 Rev P01 and are agreed in principle with the Highway Authority to be secured through the s106 be delivered via a s278 agreement.

Whilst not identified for improvement within the WCHAR, the poor quality and impassable nature of the BOAT to the north of the site has been identified through the audit process. It is understood that Hampshire Countryside Services have identified this PRow as requiring improvements and have

requested a contribution towards these works. , For clarity the applicant should remove the reference to the BOAT improvement works from the drawing 167.0006-0022 Rev P01 for inclusion within the s106 agreement. Discussions on the BOAT improvements should be held with Hampshire Countryside Services directly.

The WCHAR references that equestrian use was not observed during the site visit nor was there evidence of any previous use by horses. Except for the improvements to the bridleways which have been laid above no further improvements are proposed for equestrian users. This position is noted.

On-site:

In general the WCHAR identifies that the quality and surfacing of the existing infrastructure within the Catherington Park Development is generally poor and not suitable to accommodate additional walking and cycling trips that will be generated by this development. Concerns with the quality of the existing infrastructure has been previously raised by the Highway Authority.

There are questions as to how the current quality of the infrastructure would encourage use of sustainable modes for this development particularly to meet the vision-led levels suggested which is discussed further within this response. This is particularly pertinent given that the off-site highway assessment work has been based on the vision-based trip rates. If the sustainable transport infrastructure is not appropriate and attractive for use once residents move in, a habit of private car reliance is likely to remain making it more challenging for successful modal shift.

Whilst it is acknowledged that the surfacing is unfinished, and this falls outside of the applicant's control, the Highway Authority need to be satisfied that safe and suitable access for all users into the site can be achieved. The applicant is therefore reliant on Powell Drive, Merritt Way and Wilkes Way being successfully adopted by the Highway Authority through the s38 process. This will be secured through an appropriate planning condition to be adopted prior to occupation.

Off-site:

The WCHAR outlines that the routes are generally good for pedestrians and cyclists. A number of general and strategic opportunities for improvements to the pedestrian and cycle infrastructure are identified within Chapter 8. These are discussed further below alongside their relevant delivery mechanisms.

S278 works:

The applicant identifies opportunities to provide improved crossing provision along Lovedean Lane. The Highway Authority requested that this considered the opportunity to provide a refuge island crossing to provide protected crossing movements given that this falls on the desire line to access Horndean Technology College. The proposed improvement works are identified on drawing 167.0006-0020 Rev P01 with pedestrian visibility splays identified within drawing 167.0006-0021 Rev P01. The refuge crossing is to measure 2.0m which accords with HCC TG10 guidance and the lane widths with the

inclusion of the refuge island measure 3.5m. The drawing has been based on the future arrangement for the Milton Road/Lovedean Lane with the delivery of the mini roundabout to ensure that the delivery of the refuge island does not prejudice the delivery of these s278 works.

Drawing 167.0006-0020 Rev P01 outlines swept path analysis for a private car accessing and egressing private driveways with the inclusion of the refuge crossing and an 11.20m 'super large' refuse vehicle accessing and egressing Woodcroft Lane. The Highway Authority are content that these private driveways can be accessed appropriately, albeit the refuse vehicle is shown to overhang the right turn lane when egressing Woodcroft Lane. Given the above, swept path analysis has also been provided for a delivery vehicle and car accessing and egressing Woodcroft Lane to ensure that those more frequent manoeuvres are not impeded by the delivery of the refuse crossing. Drawing 167.0006-0024 Rev P01 outlines the ability of these movements to be undertaken appropriately. Given that the refuse vehicle is an infrequent movement and that more frequent vehicles can manoeuvre appropriately, the overhanging of the right turn lane does not provide a highway safety concern.

The proposed works have also been subject to a Stage One Road Safety Audit (RSA1) which raised 1 item (3.4.1) relating to provision of a pedestrian friendly gully cover. The designer's response is accepted with this item agreed to be resolved at the detailed design stage.

Given that this is on the desire line to access Horndean Technology College and likely to be well utilised by future residents of the site this should be delivered by the applicant via a s278 agreement. The improvement works as identified are agreed in principle with the Highway Authority and will be secured to be delivered to completion certificate standard prior to occupation.

Sustainable Transport s106 Contribution:

Through the work undertaken by the applicant through the WCHAR, assessment of applications in the vicinity (Five Heads Road application) and schemes identified by the Highway Authority, a sustainable transport strategy has been created. Each element of this strategy has been considered as necessary and directly relevant to the site in order to achieve a realistic shift to sustainable modes, to meet the vision-based trip rates and to accord with LTP4 and the NPPF. Each element of is discussed further below:

LCWIP Improvements:

The applicant identifies a strategic opportunity within the WCHAR to contribute towards the LCWIP along Milton Road. This had been previously raised by the Highway Authority. All of the schemes identified along this route are directly related to the site with improvements to the pedestrian and cycle infrastructure improving connectivity between the site towards various leisure and employment facilities along Milton Road and at Elettra Avenue on the opposite side of the B2150 Hambledon Road. The Highway Authority would therefore seek the secure contribution to encompass delivery of the schemes identified on the LCWIP. Additionally, a contribution will be sought towards relevant

measures on the LCWIP between Lovedean Lane and Horndean Technology College to improve sustainable access to the catchment secondary provision.

Hambledon Road Corridor Study Work:

The Highway Authority previously raised the ongoing study work along the Hambledon Road corridor improving connectivity with Elettra Avenue on the opposite side of the B2150. This would tie into the LCWIP improvement works along Milton Road as set out above. Delivery of these improvements will improve the sustainable connectivity to the leisure and employment facilities which are likely to be utilised by future residents of the site. The delivery of a parallel crossing on the Milton Road arm of the Milton Road/Hambledon Road/Elettra Avenue roundabout as part of this scheme has been costed at £210,000. It is considered fair and reasonable for any financial contribution to be used towards implementation of this scheme.

Pedestrian and Cycle Improvements along Catherington Lane

Since this response was issued, the Five Heads Road site (planning reference 60033) has identified some improvement works along Catherington Lane which would provide improved connectivity to Horndean Technology College for both pedestrians and cyclists. These improvements are also directed related to this site and t The Highway Authority therefore seek for the contribution to be secured towards implementation of these improvement works.

Rear Gate Access into Horndean Technology College:

The Highway Authority have also identified opportunities to provide a rear gate into Horndean Technology College to reduce the walking and cycling distances into the school from the development site. It is acknowledged that not all trips to the school will be made via walking and cycling given the distance away from the site and the car parking facility at Jubilee Park could be utilised as an informal park and stride arrangement for Horndean Technology College. The rear gate would therefore be beneficial in removing vehicular traffic from the school entrances during peak school pick up and drop off periods and provide a reduced walking and cycling distance and traffic free route into the school. The travel plan measures could advertise and promote the use of the car park as a park and stride measure should the school gate be implemented. The cost of implementing the rear gate is c. £175,000. The Highway Authority would seek to secure a fair and proportionate contribution towards the implementation of this infrastructure as discussions with the education authority progress.

Pedestrian Crossing Improvements:

The WCHAR identifies a number of dropped kerb and tactile paving deficits along the routes audited. These are set out within table 6 of the WCHAR but for clarity are provided below:

1. Oaklands Grove/Hart Plain Avenue and Maytree Gardens/Hart Plain Avenue junction (drawing 167.0006-0015 Rev P01)

2. Hart Plain Avenue/Milton Road junction (drawing 167.0006-0016 Rev P02)
3. Jackdaw Close/Eagle Avenue junction (drawing 167.00006-0014 Rev P01)
4. Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road

Given concerns with the deliverability of the crossing points identified in item 1 based on the achievable visibility shown, the Highway Authority will seek to include the scope of the overall financial contribution value to encompass these crossing improvements as identified above. This will provide opportunities for crossing points in more appropriate locations to be sought.

For item 2, swept path analysis has been demonstrated within drawing 167.0006-0025 Rev P01 outlining the ability of a refuse vehicle, private car and delivery vehicle to utilise the Hart Plain Avenue junction with the provision of a refuge island. It is noted that this crossing also falls on a bus route, however any additional swept path analysis could be undertaken at the delivery stage should this item be pursued with the financial contribution sought.

For items 3-4 given that alternative routes could be sought, the delivery of these crossing improvements are also considered appropriate to be included under the scope of the financial contribution. A drawing for the crossing improvements identified within item 4 should be provided ahead of the s106 drafting stage for inclusion within this agreement.

Bus Stop Improvements within the vicinity of Powell Drive:

The WCHAR identifies the opportunity to upgrade the Curlew Gardens bus stops to provide a bus shelter, seating and RTI information to increase the attractiveness of travel via the bus. The Highway Authority have discussed this with the Passenger Transport Team and understand that whilst improvements to the bus infrastructure are welcomed, there is limited benefit to upgrading this stop given this is utilised as an 'off-stop' only, with the termination of the bus route one stop later.

The provision of additional bus stop provision within the vicinity of Powell Drive has been identified which is supported by the Highway Authority as this reduces the walking distance to the bus provision increasing the accessibility of travel via bus. This is particularly pertinent given that the vision-based trip rates discussed further within this response seeks additional travellers via bus to meet the levels of modal shift suggested. The total cost of providing new bus infrastructure is c. £15,000 which includes the delivery a new bus shelter with seating, RTI information, and associated hardstanding and footway to access the bus stop. The Highway Authority would seek for the s106 contribution to encompass delivery of these improvements.

Wayfinding Strategy:

The provision of wayfinding has been identified within the WCHAR to overcome deficits. Wayfinding has been proven as beneficial to encourage modal shift to sustainable modes if residents are clear of the route to be taken and the time in which it takes to access the local facilities and services. The Highway Authority would seek to secure a financial contribution towards the provision of a wayfinding strategy to key destinations to improve the sustainable connectivity of the site.

Overall, the Highway Authority would seek for a proportionate contribution of £818,012.32 to be secured within the s106 agreement towards the provision of one or more of the schemes as identified above, in no priority order. The Highway Authority consider this to be a fair and proportionate contribution for the scale of development towards the total cost of the strategy identified.

Stage One Road Safety Audit (RSA1)

The applicant has undertaken a revised Stage One Road Safety Audit (RSA1) for the revised eastern and western access arrangements. In total the audit has raised 6 items (3.1.1, 3.1.2, 3.1.3, 3.4.1, 3.4.2 and 3.4.3).

It is agreed that items 3.1.1 relating to the surface materials for the bridleway crossing and 3.1.2 relating to drainage features in the vicinity of the raised table and 3.1.3 relating to construction details of the raised tables can be resolved at the detailed design stage. The other audit items are discussed where appropriate throughout this response.

It is noted that the audit did not reference the previous audit undertaken on both site access arrangements. This included reference to the need for a Road Restraint Risk Assessment (RRRA) for the Western Access given the proximity of SUDS features to the access road. Notwithstanding this, the applicant has undertaken a RRRA as picked up on the previous audit which is discussed further below.

Road Restraint Risk Assessment (RRRA)

The RSA1 raised the need for a RRRA to be undertaken given the proximity of the proposed basins to the western access road into the site. The applicant has undertaken a RRRA which classifies the site as low priority. The Highway Authority are content with the findings of the RRRA and consider that no additional mitigation at the western access is required at this stage.

Site Access(es)

The Highway Authority previously requested that priority crossings were provided for the eastern and western access point where they crossed the bridleway and permissive path respectively (in accordance with TG10). The applicant has explored this prospect, however as implementation of these junction arrangements are developing, there can be difficulties achieving an acceptable arrangement, particularly in locations where they are not consistent with existing infrastructure or within wider developments, and in this case, through direct discussion with the applicant it has been requested that a traditional at-grade crossing arrangement is most appropriate.

The location of all associated signage depicted on both access arrangements can be secured through an appropriate planning condition to be agreed prior to commencement. Furthermore, the raised tables for both access arrangements will need to meet appropriate adaptable design standard with details of the construction to be agreed through the detailed design stage. This will be secured through an appropriate planning condition.

Audit items 3.4.1 and 3.4.2 relate to lack of intervisibility at both access points. The designer's response outlines that matter relating to land ownership are being resolved. It is noted that delivery of these access arrangements is reliant on land outside of the applicant's control. The applicant is therefore reliant on the Merritt Way, Wilkes Way and Powell Drive being adopted by the Highway Authority through the s38 process or separate land agreements. It is therefore considered that these audit items are being appropriately addressed.

Eastern Access (Merritt Way):

The revised access arrangement is shown within drawing 167.0006-0001 Rev P07. On this drawing revision, the applicant has clarified the extents of the access arrangement to be considered through the outline consent given concerns with the alignment previously shown.

Cyclists are to join the shared use provision through a more direct connection to the south of the proposed raised table crossing point which is considered acceptable to the Highway Authority. At this point, the existing post and rail fence and verge is to be removed and surfaced to connect into the bridleway (which will be subject to metalled surfacing prior to occupation)) providing a combined width of 5.4 before reducing to 3.0m to continue within the site.

Audit item 3.4.3 raises a lack of suitable cycle access and egress facilities which could lead to cycle and pedestrian collisions on the eastern side of the carriageway. The auditor recommends that cycle access and egress points are separate from the pedestrian dropped kerb crossing points. The Highway Authority do not agree with the designer's response which does not appropriately respond to the auditors point. Regardless, the Highway Authority consider that this can be resolved through an appropriate planning condition to be agreed at the reserved matters stage in relation to additional cycle access provision to the shared use path north of the consented access point.

The previous extent of the access arrangements put forward (drawing 167.0006-0001 Rev P06) raised concern for several reasons and would not be considered appropriate should this design come forward as part of any future reserved matters application. The alignment of the access road was inconsistent and did not accord with any design standards for a bend. The tracking provided for the refuse and fire tender passing a car (drawing 167.0006-0008 Rev P02) and delivery vehicle passing a car (drawing 167.0006-0009 Rev P02) demonstrates that this has been tracked as a T-junction and not the bend as designed. Inconsistencies with the radii of the design mean that vehicles are unlikely to track the alignment as suggested and instead straight line the centre of the carriageway at an increase speed.

The interaction of the access point with bridleway 108/1b/1 has been clearly identified with the provision of a raised table 'at-grade' crossing point. This also overrides previous concerns relating to lack of crossing provision to access the footway into the development parcel. The previous alignment of the access road (Rev P06) required pedestrians, cyclists and equestrian users to look back on themselves with the added issue that they are looking back on themselves through vegetation and tree cover as demonstrated on drawings 167.0006-0017 Rev P01 and 167.0006-0018 Rev P01. Additionally, visibility splays to the north at both crossing points would not be achievable in accordance with TG3 for the 20mph design speed. The matter regarding vegetation maintenance is acknowledged, however the splays (including forward visibility splays within drawing 167.0006-0005 Rev P04) as demonstrated are extensively reliant on vegetation maintenance that will either have a maintenance burden for a private management company or the Highway Authority. There is no guarantee in perpetuity that the appropriate maintenance will be undertaken regularly consequently obstructing the visibility splays as shown. The visibility demonstrated therefore cannot be guaranteed.

Whilst the above matters in isolation do not provide a cause for concern, the culmination of the issues provides a highway safety concern and therefore would not be agreed as part of any reserved matters application. Additionally, the chief engineer would not support a departure for the equestrian visibility splays given these design concerns.

The Highway Authority are content with the access arrangement provided within drawing 167.0006-0001 Rev P07 which demonstrates the extents to be considered through the outline considerations, given that the splays to the south for both pedestrians and cyclists will be achievable based on the design speed of the existing development parcel.

This agreement is however subject to an appropriate planning condition to ensure that as the reserved matters layout develops the splays for pedestrians, cyclists and equestrian users (acknowledging the departure for the latter) remain clear do not require users to look back on themselves and are not reliant on extensive vegetation maintenance. Additionally, this is reliant on the existing parcel being successfully adopted through the s38 process to ensure that visibility falls within land under the ownership of the applicant or the Highway Authority.

The future alignment should be straight to allow these splays to be achieved, and pedestrian and cycle splays should be achievable based on the design speed in accordance with HCC TG3. With the above in mind, the Highway Authority would be more comfortable signing off a departure from standard for the equestrian visibility splays.

Western Access (Wilkes Way):

The revised access arrangement is shown within drawing 167.0006-0002 Rev P07. The applicant has clarified the extents of the access arrangement being considered through the outline consent.

In response to previous comments, a consistent carriageway width has been provided. The previously proposed buildouts/pinch points have also been removed from the design. In general, a 6.0m carriageway is wide in accordance with HCC TG1 and TG2 however it is acknowledged that this is consistent with the existing consented and built arrangement. The Highway Authority will seek to reduce the carriageway widths to those in accordance with TG1 and TG2 within the internal layout design.

The existing permissive path has been catered for within the design which ties in appropriately with the raised table crossing point. It is understood that this is utilised by pedestrians and cycles only and therefore appropriate visibility splays are demonstrated within drawing 167.0006-0007 Rev P03. These are considered acceptable.

Cycles are to join the 3.0m shared use provision on the western side of the carriageway before utilising the 'at grade' crossing point to access the shared use provision on the eastern side of the carriageway. The future provision of the cycle infrastructure through the site is to be agreed through the reserved matters stage. The shared use provision through the site should be reasonably direct and avoid 90-degree bends as previously proposed.

The Highway Authority acknowledge that currently parking restrictions cannot be implemented in the absence of the Catherington Park internal layout being adopted, however it will be a requirement for the roads to be adopted in order to deliver the access arrangement. Therefore, progression of the TRO in a timely manner can be reasonably secured. The Highway Authority would seek to secure the money to fund the TRO for this to be implemented once the roads have been adopted. The current cost is £12,000 however this increases annually. The implementation of the parking restrictions will be necessary in the interests of safe and suitable access into the development and will need to be implemented prior to occupation.

Visibility:

Forward visibility of 25.0m is demonstrated within drawing 167.0006-0013 Rev P03 commensurate with a 20mph design speed. This is considered acceptable and is discussed further below with respect to swept path analysis. Visibility will be conditioned as part of any future planning consent to ensure that obstructions do not exceed 0.6m in height.

Swept Path Analysis:

Swept Path Analysis for an 11.20m 'super large' refuse vehicle is demonstrated within drawings 167.0006-0010 Rev P03. The refuse vehicle tracking demonstrates that whilst the movements are achievable, they are extremely tight when passing the first bend along the access road. Nonetheless, appropriate forward visibility of 25.0m reflective of a 20mph design speed is present where these movements are tight. In reality, vehicles will be able to see each other based on the alignment of the access road and be able to make a decision at an appropriate distance as to whether passing will be achievable or not.

It is also acknowledged that refuse movements are infrequent, and additional swept path analysis for the fire tender passing a car (drawing 167.0006-0011 Rev P03), and delivery vehicle passing a car (drawing 167.0006-0012 Rev P03) demonstrates that these vehicles can pass appropriately. The Highway Authority are therefore content that the required movements can occur appropriately.

Trip Generation

TRICS Database:

For clarity, the vehicle trip rates utilising the TRICS database have been previously agreed with the Highway Authority. Given the revised quantum for clarity the agreed trip rates and associated trip generation is as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12-hour
	Arr.	Dept.	Arr.	Dept.	
Trip Rate	0.144	0.368	0.358	0.152	4.456
Trip Generation (164 dwellings)	24	60	59	25	731

The multi-modal trip generation assessment using the TRICS database sets out a forecast additional 216 walking and cycling trips a day as a result of the development (assumed that access to all public transport services will be undertaken via foot or bicycle, albeit given the distance to the railway stations this may be overly robust).

The predicted vehicular and multi-modal trip generation utilising the TRICS database is agreed to provide an appropriate basis for the decide and provide approach which is discussed further below.

Decide and Provide Approach:

The applicant justifies the decide and provide approach by assessing the total reduction in the total vehicle trip rate from the TRICS database from a period of 2001-2024. This outlines a 57% reduction in total vehicle trips over 20 years equating to a 3% reduction a year. The applicant therefore suggests that a 15% reduction could therefore expected from the development across a 5-year period based on this evidence base.

The 2011 Census Data for method of travel to work for the East Hampshire 014 MSOA is utilised to provide a basis for travel patterns. This suggests that 87% of trips are to be made via private car without any mitigation.

The Highway Authority have obtained and reviewed the Year 3 monitoring report for the existing Catherington Park development which outlines c. 70% private car use and 30% sustainable modes uptake. This level of modal shift has mostly occurred through the implementation of the travel plan and additional connectivity improvements through the site onto the PRoW network. There were limited additional sustainable transport improvements secured

with most of the mitigation for this site secured in the form of capacity improvements which was typically the basis for mitigation when this application was determined. Based on the above, it could be considered that the implementation of the travel plan to support your development would bring private car levels down to c. 70% which has been achieved for the site to the south.

The Highway Authority have however raised the need to seek additional sustainable transport improvements to further reduce car dependency towards the 50% modal share by 2030 as identified by Active Travel England. It was therefore requested that an additional reduction in private car trips and increase in sustainable modes of 10% was included. It is considered that this additional modal shift would occur through implementation of the additional sustainable transport improvements that have been discussed throughout this response in conjunction with the travel plan. This would therefore reduce overall private car use down to 60% (a total reduction of private car trips of 27% from the baseline 87%) which is more akin with the ATE targets.

Whilst this does not form basis of the decide and provide considerations in this instance, it is worth noting that the Highway Authority do not agree with reference to working from home in line with this approach. Whilst LTP4 confirms that opportunities to reduce travel demand and the need to travel are a key component of our Road User Utility Framework and Policy C5 (Living locally and reducing the demands on transport), this will be accounted for in most recent post pandemic TRICS data and the focus of the strategy is to lead to a shift for trips to sustainable modes where there are appropriate opportunities to do so, particularly for those shorter trips where car dependency is prevalent.

The revised vehicular trip rates with a 27% reduction are as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		Daily 12-hour
	Arr.	Dept.	Arr.	Dept.	
Trip Rate (-27%) – 60% mode share	0.099	0.254	0.247	0.105	3.073
Trip Generation (164 dwellings)	16	42	41	14	504

The use of the vision-based trip rates also outlines that there would be a total of 492 trips undertaken by sustainable modes over a daily period. The 27% mode share increase sustainable mode trips by 276 over the daily period. The applicant has redistributed vehicle trips to walking, cycling with public transport mode share solely relating to an increase in bus use. This is considered an appropriate assumption given the distance of the site from the local railway stations, and that the package of works seeks to improve the pedestrian, cycle and bus infrastructure. This approach to trip generation is agreed with the Highway Authority, however, is reliant on an appropriate package of works to

be secured from the development site to ensure that these levels of sustainable transport use are met.

Traffic Distribution/Assignment

In response to previous comments the applicant has revised their distribution assessments and based this on the decide and provide approach as set out above. The development trip distribution provided also aligns with the percentage splits set out within Appendix I. The distribution is therefore agreed.

Committed Development:

The applicant has confirmed that only c. 10 dwellings remain unoccupied at the time of the 2023 traffic surveys. The Highway Authority have confirmed this understanding with the land charges team. With this in mind and given the results of the junction modelling the applicant is not required to revise any assessment work undertaken.

Junction Assessments

The applicant has undertaken revised modelling work utilising the vision-based trip rates and amended distribution as laid out above. The scope of the junction modelling has been previously agreed with the Highway Authority. The Highway Authority have reviewed the modelling provided with comments for each junction set out below.

Powell Drive/Eagle Avenue:

In response to previous comments, the applicant has undertaken junction modelling for the roundabout arrangement to be delivered at this junction, prior to commencement of any development. As set out within the previous response, the delivery of this roundabout is not to increase capacity, but to improve the safety along Eagle Avenue by reducing vehicle speeds. The modelling work outlines that the junction operates at a maximum capacity of 0.21 RFC on the Eagle Avenue (W) arm in the AM peak for the 2029 baseline + development scenario. This suggests that the junction can operate well within capacity and the additional development trips will not lead to any highway safety or junction operation concerns.

The applicant is reminded that the Highway Authority will not support any additional development to be occupied in the absence of these works being implemented to completion certificate standard. This will be secured through an appropriate planning condition.

Eagle Avenue/Milton Road:

The use of the vision-based trip rates reduces the RFC of the junction from 0.87 RFC in the AM peak period to 0.83 on the Eagle Avenue arm. The delay of 26.54 seconds on the Eagle Avenue arm equating to a queue of 5.0 vehicles remains a concern in terms of the operation of the roundabout with the additional development traffic. This is when considering amendments have been made to the queue lengths within ARCADY to validate the model against the observed queue which is considered a sensible approach.

Irrespective of the above, no capacity improvements are to be sought from this application subject to an appropriate package of sustainable transport improvements is secured. This will ensure the vision-based trip rates are met, encourage use of sustainable modes and offset any additional development trips travelling through this junction to minimise any further delay.

Milton Road/Lovedean Lane:

The revised modelling work undertaken by the applicant for the existing junction utilising the vision-based trip rates outlines that a maximum RFC for the 2029 + development scenario remains at 1.04 RFC. This falls above practical design capacity of the junction of 1.00 RFC. This is when considering amendments have been made to the queue lengths within ARCADY to validate the model against the observed queue which is considered a sensible approach.

Regardless of the above, as raised previously, delivery of a mini roundabout in this location has been secured as part of the Catherington Park application and is due to be delivered. The applicant has undertaken modelling work of the mini-roundabout arrangement which has been subject to technical approval through the s278 detailed design check. The revised modelling work outlines that the mini roundabout reduces the maximum RFC to 0.75 RFC in the Milton Road Arm in the AM peak for the 2029 + development scenario. This outlines that the revised junction arrangement can operate within practical design capacity of 0.90 RFC and therefore no further capacity improvements are to be sought.

The applicant outlines that the results of the modelling differ to that agreed through the extant consent. The Highway Authority agree with the narrative provided within the TA as to why these results may differ. Given the capacity demonstrated, the applicant is not required to undertake any further modelling work, subject to an appropriate package of sustainable transport improvements being secured to support this planning application.

Given the clear capacity implications of this mini roundabout being implemented, the applicant will not be able to occupy any dwellings on the site in the absence of these works being implemented to completion certificate standard. This will be secured through an appropriate planning condition.

Travel Plan

In response to previous comments the applicant has informally circulated a revised framework travel plan. The Highway Authority are satisfied that all required amendments have been included. However, it has been requested that narrative within the travel plan includes reference to the Jubilee Hall car park as an informal park and stride arrangement should the rear gate to Horndean Technology School be implemented. This amendment should be provided should a positive recommendation be made prior to the signing of any s106 agreement, so that an agreed Framework Travel Plan can be appended to the s106 and the associated travel plan bond figure can be agreed. Inclusion of TRICS SAM surveys for the site will be integral to monitoring modal shift.

Recommendations

Having regard to the above, the Highway Authority provide no objections to this planning application subject to the following s106 obligations and conditions:

S106 Obligations:

- Prior to commencement to enter into a highway agreement for off-site highway works as shown indicatively within drawing 167.0006-0020 Rev P01 and for the PRow Improvements as shown indicatively within drawing 167.0006-0022 Rev P01
- Prior to occupation the off-site highway works and PRow improvements to be completed to completion certificate standard
- Prior to commencement payment of a financial contribution of £818,012.32 with respect to sustainable transport improvements for the following (in no priority order):
 - a) Pedestrian and cycle improvements as identified on the Havant LCWIP improvements along Milton Road as identified under reference 359.2.1-359.2.5 and towards Horndean Technology College (route 359.1)
 - b) Hambledon Road corridor study work to improve connectivity with Elettra Avenue on the opposite side of the B2150
 - c) Pedestrian and cycle improvements along Catherington Lane
 - d) Provision of a rear gate to access Horndean Technology College
 - e) Provision of dropped kerbs and tactile paving to overcome deficits identified along the route via Blackbird Close, Thrush Walk and Milton Road
 - f) Crossing improvements at Oaklands Grove/Hart Plain Avenue junction, Maytree Gardens/Hart Plain Avenue junction, Jackdaw Close/Eagle Avenue junction and Hart Plain Avenue/Milton Road junction as shown indicatively within drawings 167.0006-0015 Rev P01, 167.0006-0016 Rev P02 and 167.0006-0014 Rev P01
 - g) New bus stop improvements within the vicinity of Powell Drive
 - h) Wayfinding provision from the site to support access to key destinations
- Prior to occupation, the applicant should commit to funding a traffic regulation order for Wilkes Way
- Prior occupation, the full travel plan to be submitted to and agreed in writing with the Highway Authority

- Prior to occupation payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the full travel plan
- Prior to occupation, provision of a bond or cash deposit with respect to costed measures within the travel plan
- Public rights to pass and repass on foot or bicycle for areas not adopted by the Highway Authority

Conditions:

- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:
 - a) A programme of and phasing of demolition (if any) and construction work;
 - b) The provision of long-term facilities for contractor parking;
 - c) The arrangements for deliveries associated with all construction works;
 - d) Methods and phasing of construction works;
 - e) Access and egress for plant and machinery;
 - f) Protection of pedestrian routes during construction;
 - g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality and in the interest of Highway Safety

- Prior to the occupation of any development the Powell Drive/Eagle Avenue and Milton Road/Lovedean Lane s278 mini-roundabout works to be implemented to completion certificate standard

Reason – In the interest of highway safety and the delivery of safe and suitable access arrangements

- Prior to the occupation of any development Merritt Way, Wilkes Way and Powell Drive to be successfully adopted by the Highway Authority
Reason – In the interest of highway safety and the delivery of safe and suitable access arrangements
- The approved lines of site splays on drawings 167.0006-0018 Rev P01, 167.0006-0017 Rev P02, 167.0006-0007 Rev P03 and 167.0006-0013 Rev P03 shall be kept free of any obstruction exceeding 0.6m in height above the adjacent carriageway. Boundary features or any design through the reserved matters stage shall also not exceed 0.6m in height and shall be subsequently maintained so thereafter.
Reason – In the interest of highway safety
- Prior to commencement the following details relating to the eastern and western access arrangement shall include details to demonstrate safe and suitable access. These details shall include:
 - a) Construction, drainage details and proposed materials for the raised tables at the Eastern and Western Access
 - b) Location of all associated signage for the Eastern and Western Access arrangements*Reason – In the interest of highway safety*
- The details submitted in relation to the reserved matters stage shall include details to demonstrate an appropriate street design. These details shall include:
 - a) Street Lighting Strategy
 - b) Drainage Strategy and Design details in relation to the site and any new street and footpath
 - c) Final ground levels plan
 - d) Final materials plan
 - e) Land required in order to keep visibility clear shall either fall within adoptable areas of the highway or private management company and not cross third party land
 - f) The alignment of the eastern access (Merritt Way) shall be straight and allow pedestrian, cycle and equestrian visibility splays to be achieved based on the design speed without requiring extensive vegetation maintenance and users to look back on themselves
 - g) The alignment of the western access (Wilkes Way) shall be straight, reasonably direct and avoid the need for 90-degree bends for the shared use provision

- h) Cycle arrangement on Merritt Way to provide opportunities for cyclists to access the bridleway on the eastern side of the carriageway

The above matters should be implemented in accordance with the approved plans

Reason – In the interest of Highway Safety and safe and suitable street design

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning
Hampshire 2050