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Date 10 May 2023

My reference 048724
Your reference APP/22/01231
Email havantdc@hants.gov.uk

Dear Ms Miszewska,

Land at, Palk Road, Havant

Redevelopment of a brownfield site to include the provision of 4No. Apartment blocks comprising of 90No. residential dwellings (including 27 affordable units) (Use class C3 residential), parking, public open space, landscaping and other associated works, including demolition of existing buildings on site, with access from Palk Road

Thank you for your consultation on the above full planning application. The Highway Authority have considered the information providing within the Transport Assessment (reference 043.0035/TA/2), hereafter TA. Comments regarding the proposed development are set out below.

Policy Status

The application site was allocated in the now withdrawn Havant Borough Council emerging local plan under policy reference H26 and within the adopted local plan under policy reference H19. The Highway Authority note that policy H19 does not cover the whole area proposed within this site red line and only refers to the northern parcel of the site, whereas this planning application covers a wider development area.

Policy H19 within the adopted local plan suggests that the allocation has the capacity to provide residential development for circa 21 dwellings. It is noted that the number of proposed dwellings exceeds the allocation number. Specifically in relation to the H19 allocation, and the highway matters, the policy requires:

- Utilisation of the existing access point at Palk Road;

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- Transport Assessment considering the existing industrial traffic along Palk Road and how this will be accommodated with residential use; and
- Assess the impact of possible increase in pedestrian and/or vehicular usage on the Bedhampton Level Crossing

Whilst residential use was accepted in policy terms for the site, the level of additional proposed dwellings will give rise to additional demand of the Palk Road access and therefore, it is likely that there will be a requirement for additional highway measures over what was stated within the policy. The quantum of development proposed within this application immediately raises concerns on the suitability of Palk Road to cater safely for the associated movements.

The TA, which supports this planning application provides a summary of the relevant transport planning policies.

Site History

The TA sets out the extensive planning history that this site has been subject to. The land has a complicated history with several temporary approvals and refusals. It is noted that these temporary permissions have been due to highway safety concerns of the access point to the site. The TA refers to a current planning consent for B2 and B8 use under planning reference APP/19/00078. It is noted that the decision notice makes reference to personal planning consent for the benefit of Premier Pallet Supplies only, with the site reverting back to B8 use once no longer in occupation by Premier Pallet. The B8 use under planning reference (APP/15/00447) is restricted to Portsmouth Water use only due to concerns with the access arrangements.

It is however considered by the Highway Authority that the extant use for the site cannot be discounted or considered against to benefit the assessment for the site, considering the proposed use is substantially different to the previous planning consents and heavily restricted.

Pre-application advice

The applicant has engaged with the Highway Authority on a number of occasions. In the most recent pre-application engagement (August 2022), the Highway Authority raised a number of concerns regarding the access arrangement. Further information was requested regarding the junction modelling, trip generation and distribution.

It is noted that since the pre-application discussions have taken place the quantum of development has reduced from 92 to 90 dwellings. This quantum change is not significant enough to alter the views raised within the Pre-App response.

Site Location

The proposed development is adjacent to a residential development along Palk Road, where the site is proposed to be accessed from. The site is bound by a railway line to the north and is located circa 160m south of the West Street level crossing. Currently,

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the site is used from B8 storage with a track road in situ to access the area from Palk Road.

Sustainable Access

Walking and Cycling:

The applicant has undertaken a WCHAR assessment in accordance with Hampshire County Council Technical Guidance TG19. The WCHAR study area covers the following walking and cycling routes and highlights a number of opportunities for improvements to existing infrastructure:

- Existing conditions along Palk Road;
- Western Route towards local school;
- Eastern Route towards Havant Town Centre, Central Retail Park and Solent Retail Park;
- Northern Route via New Road towards Havant and South Downs College, Havant Station and Havant Town Centre;
- Southern Route via Brockhampton Road towards Solent Retail Park

Whilst most routes are agreed, the current routing to Bidbury Infant and Junior schools reviewed would not be considered the most direct route for future residents and should be reconsidered based on the information further within this response.

The TA states that footways flank both sides of the carriageway along Palk Road, however, this is not an accurate representation of the position. The Highway Authority are aware of a circa 20m stretch along the northern side of Palk Road from the proposed site access where no formal footway facilities are present. Additionally, there is a section on the southern side which is obstructed by private gates which open out onto the carriageway, with no formal footway facilities. Therefore, there are no appropriate footway connections into the proposed site. The WCHAR refers to the fact that there is no requirement to upgrade this northern stretch considering a continuous footway is present along the southern side of Palk Road. This is not agreed, and the applicant should provide a continuous footway in this location.

At the Palk Road/West Street junction a dropped kerb crossing is present however tactile paving is missing. This should be provided. As mentioned during pre-application discussions, the applicant has proposed a crossing point in the vicinity of the Palk Road/West Street junction as shown on drawing 043.0035.003 to overcome the deficits in crossing provision along West Street. The proposed crossing is not regarded to be in the most appropriate location considering this will require the extension of the existing TRO along West Street, the removal of 3 existing parking spaces in front of No1 Brook Villas and removal of the existing guard rail. The Highway Authority are not satisfied that the TRO process would likely be successful in this location which is discussed further within this response. Further consideration should therefore be given to the

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location of this crossing point. It is envisaged that a more appropriate location would be in the vicinity of the Meyrick Road/West Street junction.

To the west of Palk Road, the footway extends over the level crossing as a 'virtual footway' tying into the existing infrastructure along Bedhampton Road. A footbridge is also present allowing pedestrians and pedal cyclists (by carrying their bike) to cross whilst the level crossing is in use. No cycle gully is provided on the footbridge and discussions should be had with Network Rail on whether this is a feasible improvement.

It is noted that the Network Rail response to the application has not specifically engaged on pedestrian and cycle accessibility at the crossing and their views should be sought on these matters.

To the east, footways flank both sides of West Street to access Havant Town Centre. However, the footways along the southern side of the carriageway reduce to substandard width beyond the Meyrick Road/West Street junction, and in some places no footway is present. Tactile paving is also missing from the majority of the crossing points along this route. Within the Havant LCWIP, the route to Havant Town Centre via Bedhampton Road and West Street is identified as a key route for walking and cycling. It was requested during pre-application discussions that consideration was given to improve this route, particularly considering this site is within the Bidbury School catchment area. No improvements have been noted within the TA or the WCHAR, except provision of tactile paving where this is lacking and informal crossing points along West Street. At the West Street/Brockhampton Lane junction, the footway terminates with no suitable crossing facilities present and no tactile paving in this vicinity, which is not identified in the WCHAR. The applicant should explore the scope to improve the footway connections within the vicinity of this junction.

As noted previously within this response, the routing to Bidbury Infant and Junior schools is not agreed and therefore the existing crossing provision identified within the WCHAR is unlikely to be adequate as it does not account for desire lines. From on-site observations, it is noted that pedestrians cross informally utilising the extended central reservations opposite the Bedhampton Road/West Street junction. The Highway Authority aspire to provide a refuge crossing with tactile paving in the vicinity of this junction and North Street to provide a safer crossing point for future residents of the site. The Highway Authority would welcome a discussion with the applicant on this point.

A number of Public Right of Way (PRoW) footpaths run in close proximity of the site providing connections to local facilities including local schools, as well as a longer distance recreational route (the Wayfarers Walk). As noted further within this response, the applicant should explore the scope to connect the site onto the PRoW to increase pedestrian and cycle permeability to local facilities and recreational routes.

Regarding cycling, National Cycle Network (NCN) Route 22 runs near the site with access via West Street or Brockhampton Road. NCN 22 provides cycle connections to Portsmouth and the wider cycle network. Despite not being mentioned within the TA, a

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shared footway/cycleway is present along the western side of Park Road South providing cycle connections towards Hayling Island to connect with NCN Route 2.

The applicant was made aware at the pre-application stage that the Highway Authority aspire to provide dedicated cycle provision between Brockhampton Lane and Harts Farm Way via Solent Road and the Brockhampton Lane roundabout. This would connect the site with existing facilities on Harts Farm Way and the Park Road North/West Street junction. This has not been covered adequately in the application, however, the WCHAR and TA refer to providing proportionate monetary contributions towards works that are being discussed to be delivered as part of the adjacent Kingscroft Farm application, should this receive planning consent. A scheme is yet to be identified for the Kingscroft Farm application and delivery mechanisms have not been agreed. It should not be assumed that works are to be delivered via a proportionate monetary contribution.

The WCHAR does not identify that the current crossing point at Brockhampton Lane to Solent Retail Park forces pedestrians to go against desire lines. The Highway Authority as part of the improvement works along Solent Road have an aspiration to provide an inline crossing point at this location improving pedestrian and cyclist connectivity to Solent Retail Park. The Highway Authority are in discussions with the applicant as part of the Bosmere Medical Centre site (planning reference APP/21/00601) to have this come forward as part of the off-site highway works for their development. Should this site not come forward, the Highway Authority would seek to use contributions provided from this site to put towards this crossing point to improve pedestrian and cycle connections to a key employment and leisure facility as part of a wider package of improvement works along the Solent Road corridor.

Within the Havant LCWIP, Route 276 from Bedhampton Railway Station to Eastern Road has been identified as a secondary route that currently has no formal cycle infrastructure. Considering this route is a key walking and cycling connection to employment and local facilities, there is opportunity for improvements to the existing infrastructure. Further consideration should be given by the applicant towards cycle improvements along this route through s106 provisions.

It was requested during pre-application discussions that the applicant should consider pedestrian and cycle connectivity to tie in with the adjacent site on Meyrick Road (planning reference APP/22/000669) to increase permeability between the two sites. This did not mean a comparison between the two WCHARs to compare improvements proposed for both developments but to provide a physical connection between the two sites over the Hermitage Stream and linking into the PRoW should this be possible. It is noted that the TA refers to the fact that this connection is not possible due to a strip of third-party land between the two site boundaries. It is requested that this connection is still pursued, and relevant conversations should be had with the third-party landowner for public rights to pass and repass to improve pedestrian and cycle permeability between the two developments should either come forward.

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It is agreed that no provision needs to be made towards equestrian facilities within the study area of the WCHAR.

Buses:

The nearest bus stops to the development are on Bedhampton Road, circa 360m and 410m eastbound and westbound, respectively, with both stops subject to sheltered seating and timetable information. Bus Services 23 and 20 provided regular connections to Southsea, Leigh Park, Havant and Hayling Island, with service 737 providing one connection a day to Petersfield on weekdays. School services 654, SD5 and SD7 also run from these stops providing one service every weekday at typical school pick up and drop off times.

The distance of the bus stops from the site are considered acceptable. As noted within the response The Highway Authority aspire to provide a refuge crossing with tactile paving in the vicinity of the Bedhampton Road/West Street junction and North Street. This would also benefit those residents intending to access the eastbound bus stops.

Rail:

Bedhampton Railway Station, the closest station to the site, is located circa 220m north of the proposed development. The station provides 2 services an hour to Portsmouth and Southsea, and 1 service an hour to London Waterloo and Littlehampton.

Despite being located further away (circa 1.4km east of the proposed site), it is anticipated that Havant Railway Station will be a more attractive station for residents providing more regular services to the above locations as well as direct services to Portsmouth Harbour, Brighton and Southampton Central.

Personal Injury Accidents (PIA)

The applicant has provided PIA data for a 5-year period between December 2016 to November 2021. It is noted that this data is over a year out of date, and thus is not consider acceptable. However, the Highway Authority have undertaken an internal review of more recent data and are aware of 4 additional accidents that have occurred between November 2021 and September 2022: 1 slight, 2 serious and 1 fatal. As the Highway Authority have undertaken their own internal review, the applicant does not need to obtain any further data sets, however these additional accidents will be taken into consideration within this response.

The scope of the PIA data was agreed at the pre-application stage. In total 19 PIA's, considering the additional accidents noted above, were recorded over the study period (8 'serious', 10 'slight' and 1 fatal).

The Highway Authority are aware that the fatal accident that occurred in August 2022 was at a location where the pedestrian crossing facilities cross New Road in the vicinity of the Ingledne Close. The WCHAR identified that the existing informal crossing point along New Road could be upgraded into a formal crossing facility to make it clear to pedestrians and vehicular users that this is a crossing point. It is requested that the

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applicant explores the scope to provide a formal crossing point in this location to overcome the current deficits considering this route is an identified walking route for future residents of the site to access Havant and South Downs College, Havant Leisure Centre and Havant Railway Station.

Local Facilities

The TA provides a review of the local facilities and services available to the proposed development. As requested at the pre-application stage the applicant has measured the distances to facilities from the centre of the site to provide a more accurate distance for residents. It is noted that the assessment has not been undertaken using CIHT (2000) *'Providing for Journeys on Foot'* guidance as requested at the pre-application stage. However, the Highway Authority have undertaken their own assessment with the requested guidance. A handful of local facilities to the site are located within the acceptable walking and cycling distances, with the majority located within the preferred maximum.

It should be noted that Havant Park, The Meridian Centre and Havant Railway Centre are located outside of the preferred maximum walking distances. However, the walking and cycling improvements as laid out within the response will increase the attractiveness of travelling to these facilities reducing the reliance on the private car.

Site Access

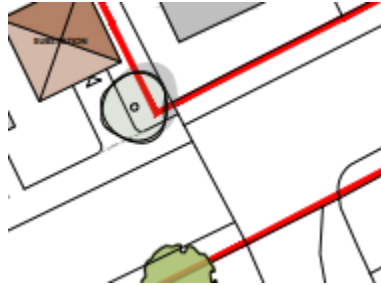
Access to the development is proposed to be a continuation of Palk Road as per the existing arrangement into the site. The existing carriageway width is circa 7.0 metres; however, Palk Road is not a consistent width, and this assessment has not taken into consideration parked cars that frequently occur on both sides of the carriageway. The operational carriageway width is therefore a concern considering the occurrence of on-carriageway parking and variable width. Concerns with the operation of Palk Road with the addition of development traffic is discussed further within this response. Within the development the carriageway width is proposed to be circa 5.0 metres as it enters the site, before narrowing further to 4.8-5.0 metres further within the site.

As requested at the pre-application stage, visibility splays should be provided at the accesses along Palk Road in close proximity to the extended Palk Road site access to ensure these accesses remain safe and suitable. This point is still outstanding and should be addressed.

Additionally, it was requested that consideration should be given to the existing on-street parking which is present along Palk Road. It is not agreed that no additional assessments need to be undertaken. The Highway Authority have concerns that the on-street parking along Palk Road could cause access and egress issues for the new residents due to on-street parking and the variable width meaning a two-way flow is not present. Further consideration should be given to the on-street parking in regard to the access arrangement.

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It is noted that the existing Palk Road 'informal' footway and the proposed footway do not tie in. As shown below, part of the footway within the internal road network currently shows to be tying in with the carriageway of Palk Road. This is unacceptable and should be revised.



The Highway Authority are aware that Palk Road sits on unregistered land. The TA makes reference to the fact that the applicant is reviewing options to address this to secure future maintenance of Palk Road, this should also allow for the upgrading of the walking and cycling infrastructure and amendments to access arrangements for 3rd Party land to enable integration of the proposed access into the existing Palk Road alignment. Confirmation of these arrangements should be provided.

Palk Road/West Street Visibility:

Visibility splays for the Palk Road/West Street junction are shown in drawing 043.0035.002. It is not agreed that visibility is unobstructed in each direction. The existing on-street parking and the pedestrian barrier along West Street in the vicinity of the Palk Road junction does impact the achievable visibility for vehicles existing the junction. It is noted that the visibility has not been assessed based on the HCC TG3 guidance. It is requested that a speed survey is undertaken to confirm the visibility requirements at the Palk Road junction to ensure that appropriate visibility can be achieved in accordance with recorded speeds.

Whilst it is noted Manual for Streets refers to the fact that parking in visibility splays is quite common, visibility splays should not be permanently obstructed by parking spaces that are regularly utilised, however the nature of these parking spaces means they are regularly occupied and therefore achievable visibility in the primary direction will be regularly obstructed.

Thus, the achievable visibility is reliant on a TRO to remove existing long-established parking spaces for residents along West Street, which is subject to its own statutory process. The applicant should consider appropriate mitigation to mitigate against the impact of parking loss for these residents which is further discussed within this response.

Palk Road/West Street Junction:

The Highway Authority have concerns with the geometry of the Palk Road/West Street

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junction and the operation of the junction considering the intensification of use with the addition of development traffic. Tracking should be provided at the Palk Road/West Street junction for a delivery vehicle and car to ensure that this regular movement can be operated in a safe and suitable manner.

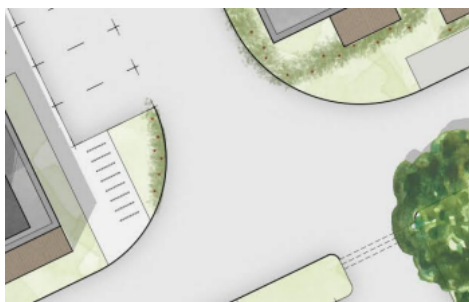
Internal Road Network

The applicant is not intending to offer the internal road network up for adoption by Hampshire County Council. Whilst this is the case, it is advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards>, and that an appropriate Private Management Plan is put in place to deal with any future issues.

Additionally, developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link:
<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Whilst the internals are to remain private, the Highway Authority still have a responsibility to ensure a safe and suitable layout is provided. The Highway Authority therefore have reviewed the internal road network and have the following comments to make.

No visibility splays have been provided for the internal road network. Forward visibility splays should also be provided for bends at a minimum of 25m for a 20mph design speed. It is noted that the location of hedge planting and the corner of apartment block A would currently block any achievable visibility as shown below and the layout should be revised.



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The raised crossing point within the site has no ramp details and these should be provided for comments on their suitability.

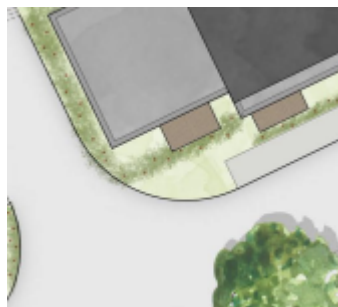


Aside from the raised crossing point, no further crossing facilities have been provided throughout the site. Adequate crossing points should be provided throughout the internals with dropped kerbs and tactile paving. Visibility splays should also be submitted in accordance with HCC TG3 and Manual for Streets to assess their suitability.

There are several buildouts (as shown below) throughout the internal road network. These should be minimised or removed entirely as they can be struck by vehicles if they are not clearly marked by vertical reflective markers.



The footway width for the internal network has not been provided and should be confirmed. It is noted that the footway running in front of apartment block A terminates with no obvious footway connection for where pedestrians are expected to go. Further consideration should be given to the layout in this location regarding pedestrian connections.



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The applicant should be made aware that measures should be put in place to avoid tree roots and hedges damaging the footways and the carriageway.

Refuse/Servicing:

Refuse collection is to take place within the development. Each block of flats is to have a bin storage/collection area as shown in drawing 101. Swept path analysis for an 11.20m 'super large' refuse vehicle is shown in drawing 043.0035.004 Rev A. Drawing 043.0035.005 Rev A shows tracking for a fire tender. It is noted that tracking has been undertaken at 5mph which is not agreed to be an appropriate tracking speed. All tracking should be undertaken at 10mph.

It is noted that the refuse vehicle and fire tender are to access the apartment blocks in line with the appropriate distances as laid out within Manual for Streets.

Tracking should be provided for a refuse past a car throughout the development at a tracking speed of 10mph. Given the proposed road width and given the nature of the site it is accepted that a refuse vehicle will not be able to pass a car for the full extent of the internal layout, however there should be sufficient opportunity within the site for the vehicles to pass and this is demonstrated through the provision of the requested tracking.

It was requested at the pre-application stage that the refuse team should be consulted to ensure that there are no existing access issues along Palk Road which the Highway Authority should be aware of, which remains outstanding.

Parking Provision

Car Parking:

The applicant is proposing 113 parking spaces in total, of which 81 are to be unallocated, 15 would be allocated with 17 visitor parking spaces. It is noted that this is a shortfall of the requirement as laid out within Havant Borough Council's Parking Supplementary Planning Document (dated September 2019) of 12 unallocated spaces and 7 visitor spaces.

To support this shortfall in parking, the applicant has reviewed 2011 census data to assess the levels of car ownership for residents in flats in the Havant 014 and 018 wards. The data suggests that 51% of households who live in flats do not own a car a van, 41% own 1 car/van and 8% own 2 or more cars/vans.

It is noted that Havant's Parking SPD refers to the fact that a shortfall in parking may be accepted if the site is in an accessible location and the level of parking does not result in displacement of parking pressure into nearby residential roads.

Whilst parking is a matter for Havant Borough Council to comment on as the Local Parking Authority, the Highway Authority have concerns that an under provision in parking will put pressure on a constrained internal road network, Palk Road, and the wider highway network. As mentioned previously, and at the pre-application stage, the

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Highway Authority already have concerns with the presence of on-street parking along Palk Road and the impact this will have on the access proposals. Thus, this shortfall in parking is not agreed and the applicant should provide further parking on site.

The internal network design does not accommodate any additional on-street parking. Additionally, roads in the vicinity are also unable to accommodate further parking demand, which encourages parking on the highway in unsuitable locations. Additional provision on site should be considered to be provided to accommodate for the loss of parking for dwellings along West Street should the TRO be implemented successfully to provide improved visibility at the Palk Road/West Street junction. The applicant should also consider providing parking for residents within the development to accommodate the existing parking along Palk Road should additional parking restrictions be the solution for managing the concerns in relation to operational safety.

Havant Borough Council will determine if the shortfall in parking is acceptable, in their role as parking authority. The Highway Authority also have the following comments to make on the parking layout. The visitor parking bays that extend into the carriageway are unacceptable and could be a safety issue. If they are to remain, road markings may need to be installed for vehicles to remain within. It is recommended that the layout of these visitor parking bays is revised.

Whilst tracking for car parking spaces is shown in drawing 043.0035.006 Rev A, there are concerns that end spaces are tight for vehicle users to navigate in and out of. Dimensions of parking spaces should be provided for both the standard and parallel parking spaces. The aisle width in between parking spaces should also be confirmed to ensure there is appropriate space for vehicle users to manoeuvre into the parking spaces.

Clarification is requested as to what kerbs or measures are going to be put in place to prevent vehicles from driving over the partition as shown below:



It is noted that Electric Vehicle charging infrastructure is to be provided to serve each dwelling and is agreed.

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Disabled Parking:

The applicant is providing 5 disabled parking spaces in accordance with Havant Borough Council's Parking SPD. This is noted and agreed. Disabled parking spaces should be clearly annotated on the site layout plan and dimensions should be confirmed to ensure they are compliant with the standards.

Cycle Parking:

The applicant is proposing to provide 146 cycle storage spaces in line with Havant Borough Council's Parking Supplementary Planning Document dated July 2016. Cycle parking is to be provided within secure covered areas within each of the apartment blocks.

29 visitor cycle spaces are also to be provided. Clarification is requested as to whether this provision accounted for within the cycle parking arrangements for residents within the secure cycle parking within the apartment blocks, or whether alternative storage areas are provided for visitors.

Stage One Road Safety Audit (RSA1)

The TA makes reference to the fact that the Stage One Road Safety Audit (RSA1) will be submitted to the Highway Authority once this has been undertaken. All comments on the site access and internal road network at this time are subject to the findings of the RSA1. The Highway Authority reserve the right to make further comments on the site access proposals and internal network upon receipt of the RSA1.

Materials

Material details do not show construction depths, and these should be provided for consideration to ensure that the proposed materials tie in with the existing infrastructure along Palk Road appropriately.

Drainage

No detailed drainage plans have been submitted for this site. Details regarding the drainage can be secured through an appropriate planning condition to be provided prior to commencement. The proposed drainage will need to ensure it does not impact with highway drainage.

Levels

No levels plan has been submitted for this site. The final ground levels plan should be secured through an appropriate planning condition to be provided prior to commencement to ensure that levels do not create concerns for highway safety through inappropriate gradients and/or adverse cambers as well as ensuring that the tie in arrangements with Palk Road can be achieved appropriately.

Trip Generation

The applicant has undertaken a trip generation assessment using the TRICS database for private flats. Considering the proposed development is solely for flats, this

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parameter is considered acceptable. As agreed at the pre-application stage, the agreed vehicular trip rates and trip generation for the development are as follows:

	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)		12-Hour Flows
	Arr.	Dept.	Arr.	Dept.	
Trip Rate (per unit)	0.057	0.182	0.168	0.085	2.200
Trip Generation (90 units)	5	16	15	8	198
Total	21		23		

Multi-modal trip generation:

The applicant has utilised the same parameters for vehicular trip generation using the TRICS database to analyse the proposed multimodal trip generation. As noted above, WCHAR has been undertaken to assess the suitability of the local road network to accommodate the additional 168 walking and cycling trips a day as a result of the development (assumed that access to bus and rail services would be or should be on foot given the location of these facilities). The applicant has identified a number of deficits in the infrastructure that require improvements a package of measures is yet to be fully set out and agreed.

Traffic Distribution/Assignment

The applicant has estimated traffic distribution based on the 2011 'Travel to Work' Census Data for Havant 014. The following majority of the distribution on the wider highway network is as follows:

- Havant – 30.6%
- Portsmouth – 11.0%
- Chichester – 10.9%
- Waterloooville – 8.9%; and
- Cosham – 8.1%

At the pre-application stage, whilst the method for calculating trip distribution based on census data was agreed, it was not agreed that the distribution would be the same when the level crossing is in use. It is anticipated that when the level barriers are down, residents would access the A27/A3(M) via Harts Farm Way to the southeast as this would be regarded as the quickest route. Thus, estimated trip distribution has been provided for when the level barriers are not in use, based on census data, and when they are in use. Estimated traffic distribution within the AM and PM peak periods is therefore as follows:

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Direction		% Distribution (level crossing not in use)	Trips	% Distribution (level crossing in use)	Trips
East (right out of Palk Road)	AM Peak	59.4%	10	87.5%	14
	PM Peak		5		7
West (left out of Palk Road)	AM Peak	40.6%	7	12.5%	2
	PM Peak		3		1

The assessment laid out above suggests that vehicle trips turning right out of Palk Road increases by 28% when the level barriers are in use which equates to an additional 4 vehicular trips in the AM and PM peak. Further assessment work at the Bedhampton Level Crossing is noted further within this response.

The Highway Authority are content with the trip distribution as laid out above and that the trip generation will not have any significant off-site highway impacts beyond the Palk Road/West Street junction due to the quantum of development and in the majority of cases, a suitable alternative route can be established without the need to turn left when the level crossing is in use. It is understood that the route future residents choose to take will be down to personal choice and for some locations, residents will still choose to turn left out of Palk Road when the level crossing is in use.

Whilst this is the case, this does not override the concerns of the Highway Authority regarding the operation of the Palk Road/West Street junction, and whether the junction (and Palk Road itself) can support the increase in capacity of traffic when the level crossing is in use.

Traffic Flow Data and Surveys

To establish baseline traffic flows on the local road network, camera surveys were undertaken at the following agreed junctions:

- Palk Road/West Street;
- West Street/Bedhampton Road;
- Park Road South/Solent Road;
- Brockhampton Road/Solent Road/Marples Way; and
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way

From the assessment undertaken it was identified that each junction was subject to different AM and PM peak periods. However, for robustness, the peak hours of

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08:00-09:00 and 16:15-17:15 have been utilised for modelling and traffic distribution to cover the busiest periods as identified within the above assessment. This is agreed.

TEMPRO Growth Factors:

TEMPRO growth factors have been applied to provide the 2027 baseline traffic flows to assess the capacity at the Palk Road/West Street junction. The utilised growth factors are as follows:

AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
1.0593	1.0587

Committed Developments:

As requested at the pre-application stage, despite not being allocated or having planning consent, the adjacent proposed development “Land at Kingscroft Farm” (planning reference APP/22/00669) has been included as a committed development.

Junction Assessments

To identify the highway impact of the development proposals, junction assessments have been undertaken for the following scenarios:

- 2022 Baseline;
- 2027 Baseline;
- 2027 + Committed Development; and
- 2027 + Committed Development + Proposed Development

It was initially requested at the pre-application stage that the following junctions should be modelled:

- Palk Road/West Street junction;
- West Street/Bedhampton Road junction;
- Bedhampton Level Crossing;
- Park Road South/Solent Road junction;
- Brockhampton Road/Solent Road/Marples Way roundabout; and
- Brockhampton Road/Brookside Road/Southmoor Lane/Harts Farm Way roundabout

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However, following further pre-application discussions it was agreed that only the Palk Road/West Street junction needed to be modelled given the low percentage impact of the proposed development traffic on local junctions.

Palk Road/West Street junction:

The applicant modelled the Palk Road/West Street junction using Junctions 9 modelling software. The maximum RFC value for the Baseline 2027 + Committed Development + Proposed Development scenario was 0.01 suggesting that the junction can operate well within capacity including the addition of the development traffic.

Further junction assessments have been undertaken to assess how the junction will operate when the level crossing is in use. It has been assessed that the maximum RFC value for the Baseline 2027 + Committed Development + Proposed Development scenario when the level crossing is down was 0.04, again suggesting that the junction can operate well within capacity.

Whilst according to modelling the junction seems to operate within capacity, the Highway Authority have concerns that the modelling has not considered the parking obstructions, general alignment, reduced visibility and the consequential reduced carriageway widths along Palk Road when taking into consideration the additional development traffic.

The traffic generated by the development would lead to 17 trips turning out and 5 trips turning into Palk Road within the AM peak and 8 trips turning out and 15 trips turning into Palk Road within the PM peak. This would lead to a greater quantum of queuing vehicles along Palk Road, in addition to the existing traffic should vehicles not be able to turn out due to queueing vehicles on West Street when the level crossing is in use.

It was suggested at the pre-application stage that the existing 'keep clear' box at the Palk Road/West Street junction was upgraded to a yellow box. The Highway Authority have however discussed this with the Traffic Management team, and it is suggested that the existing Keep Clear marking should be retained and extended across the full width of Palk Road. It is noted that this would benefit from re-painting which the applicant should provide as part of their development proposals.

Bedhampton Level Crossing Assessment:

The junction capacity assessments discussed above do not take into consideration the proximity of the Palk Road/West Street Junction being circa 50m west of the Bedhampton Level Crossing. Thus, queue lengths are not representative of when the level crossing is operational.

As requested during pre-application discussions, further assessment work has been undertaken at the Bedhampton Level Crossing. The applicant has carried out a queue length survey for the level crossing which was undertaken during peak hours on

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Tuesday 5th July 2022 to assess how the addition of any development traffic may affect the operation of this junction.

The full results are noted within the TA, however for ease, the longest recorded queues and time in which the barriers were in operation are shown below for both the AM and PM peak periods:

	Time Barrier in Operation	Longest Westbound Queue	Longest Eastbound Queue
AM Peak (08:00-09:00)	9 minutes and 35 seconds	12	16
PM Peak (17:00-18:00)	3 minutes and 53 seconds	15	
	3 minutes and 40 seconds		13

In addition to the longest recorded times, and queue lengths, the total time the barrier is in operation is circa 34 minutes in the AM peak and circa 30 minutes in the PM peak. The TA also suggests that in some cases the barriers are only up for a minute before they go down again, with the queue not always able to clear. When this is the case, it is likely queuing vehicles along Palk Road may not be able to egress, providing operational concerns of Palk Road itself and its junction with West Street. The geometry of Palk Road in addition to the parking obstructions and carriageway widths would mean that vehicle users would not be able to turn into or turn out of Palk Road should a vehicle be waiting at the junction, providing operational highway concerns due to frustration caused by the delays.

Due to the proximity of Palk Road and the level crossing, queuing vehicles can block the access easily when the level crossing is in operation. It is anticipated circa 5 vehicles queuing would impact the operation of Palk Road, and most queue lengths recorded were in excess of this.

As noted previously within the trip distribution section, it is anticipated an additional 4 vehicles will turn right out of Palk Road in the peak periods when the level crossing is in use. However, should queuing vehicles be present along Palk Road, then vehicles will be unable to egress and turn right out or turn left in due to the constraints with the geometry of Palk Road.

These concerns as laid out above are further exacerbated when considering the total number of vehicles utilising Palk Road within the 2027 Baseline + Development + Committed Development scenario. Within the AM peak, the trip distribution suggests that 23 vehicles turn out and 17 turn in, with 12 turning out and 8 turning in within the

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PM peak. With free flow traffic only present over the level crossing for circa 26 minutes in the AM Peak and circa 30 minutes in the PM peak, this equates to approximately 2 and 1 vehicles per minute utilising the junction within the AM and PM peak respectively. Should the barrier be in operation for circa 10 minutes as recorded during the level crossing survey, due to staked vehicles along Palk Road, vehicles will be unable to access and egress due to the geometry of the junction, particularly when queuing vehicles are present along West Street. This may encourage unsafe manoeuvres and travelling on the wrong side of the carriageway.

Whilst it is understood there are currently no accidents at this junction, the addition of the development traffic intensifies the use of Palk Road and its junction with West Street during the peak hours. The Highway Authority have concerns as to how Palk Road and its junction will operate safely, prevent unsafe movements and a not create potential highway safety issue when taking into consideration queuing vehicles, the restricted visibility at the junction and the constraints with the geometry of Palk Road.

Further consideration should be given by the applicant on the operation of Palk Road and the Palk Road/West Street junction to override the potential operational highway safety concerns.

Percentage Impact Assessments:

As agreed at the pre-application stage, no further junction modelling is required, however, the applicant has provided a summary of the percentage impact at each of the previously requested junctions to be modelled, to assess the impact of the development traffic on the 2027 + Committed Development scenario.

It is noted that the maximum percentage impact is 1.06% and 0.85% at the Brockhampton Road / Solent Road Marples Way roundabout in the AM peak and PM peak respectively. The same assessment has been undertaken to consider the impact the level crossing in operation will have on the percentage impact at the aforementioned junctions. Taking this into account, the maximum percentage impacts are 1.59% and 1.38% in the AM and PM peak respectively at the Brockhampton Road / Solent Road / Marples Way roundabout.

Based on the above, it is agreed that the addition of the development traffic will have a minimal impact on the local road network and the operation of this junction. The Highway Authority are satisfied that no further junction modelling is required as part of this planning consent.

Travel Plan

This Full Travel Plan (TP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this FTP is generally of good quality, it still requires some amendments before it can be approved.

Title Page – Control Sheet – Introduction:

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The document control sheet and introduction should contain the following additional information between them:

- Site postcode
- Type of Travel Plan (Framework/Full)
- Planning Reference
- Description of the site
- Site masterplan

Guidance – Section 2:

Section 2 should reference additional national and local policy documents relevant to the TP. These may include, but are not limited to (delete as applicable):

National

- Planning Practice Guidance ‘Travel Plans, Transport Assessments and Statements’ (2014)
- LTN 1/20 Cycle Infrastructure Design

Local

- LPA Clean Air Policy (where applicable)
- LPA Electric Vehicle SPD (where applicable)

Existing site conditions / site audit – Section 3:

Section 3 should include the following details:

- Site quantum
- Footways and cycleways, including:
 - Walking Isochrone Map
 - Cycling Isochrone Map
- Nearest (or relevant) train stations, including:
 - Provision; car parking, cycle parking (quantity and type), waiting areas, accessibility etc.
- Timetable

Site Audit – proposed layout – Section 4:

Section 4 should include the following details:

- Site quantum

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Measures – Section:

There are a few additional measures which should be considered for inclusion within this FTP. Some of these measures may be applicable only to residents or employees, or to both groups.

Walking

- Improvements to (and maintenance of) the walking network and signage
- Promotion of free health apps
- Co-ordinate with schools to organise walking to school events

Cycling

- Improvements to (and maintenance of) the cycle network and signage
- Formation of a Bicycle Users Group (BUG)
- Discounted cycle accessories event(s)
- Bike Drs – bike maintenance events (at least annually)

Public Transport

- This section does not need any amendments/additions

Marketing and Promotion

- Provision of information to all occupants, residents, visitors, and staff on how to access the site by means other than the car through a variety of methods, including
 - Notice boards
- Focus groups
- Use of internet to disseminate information and social media such as Twitter, Instagram, and Facebook
- Introduction of personalised journey planning scheme
- Run sustainable Travel Competition/Commuter challenge annually

Smart Working Measures

- Promote home delivery services
- Provide good quality broadband services

Management / TPC role – Section 7:

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Section 7 should include the following details will need to be supplied to HCC Travel Plan and Monitoring Team 3 months prior to 50% occupation @ TPtravelplans@hants.gov.uk:

- Name
- Job title
- Organisation
- Contact details, including:
 - Email address
 - Work address
 - Phone number
 - Website (where applicable)
- A concise breakdown of:
 - Start date (to be at least 3 months prior to 50% occupation to ensure uptake)

Travel Plan Survey Form – Appendix D:

The Travel Plan Survey Form should include a question to the residents about what measures would encourage them to change their mode of transport to a more sustainable method.

Conclusion/Summary:

A summary of the travel plan and key points from each section needs to be included at the end of the TP.

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

There is a substantial amount of further information required from the applicant before a formal recommendation can be made by the Highway Authority. If the Planning Authority wish to determine the application, then the Highway Authority should be requested to provide its reasons for refusal.

I trust the above is clear but please do not hesitate to contact Holly Drury on the above number/email should you require any further information.

Director of Hampshire 2050
Gary Westbrook

Yours sincerely,

Gemma McCart
Team Leader – Highways Development Planning
Hampshire 2050

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