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Date 19 October 2020

My reference 029934
Your reference APP/20/00658
Email havantdc@hants.gov.uk

Dear Mr Eaves,

Proposed Development site (former Electricity Board site), Bartons Road, Havant

Proposals: Mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping | Proposed Development site (former Electricity Board site), Bartons Road, Havant

Thank you for consulting the Highway Authority for the above application which seeks permission for 191 apartments and two drive through fast food restaurants. The site is located to the south of Bartons Road and to the east of Petersfield Road and used to accommodate former office buildings which have been demolished.

Policy

The Transport Assessment, which has been submitted to support this application, states that this site is allocated within Havant Borough Council's emerging draft Local Plan under policy H38 which is correct. The H38 policy is for a for mixed use development of around 45 dwellings and a builders yard and should be for Havant Borough Council to respond how this development may or may not meet this criteria.

In addition to this, the policy sets out that the H38 site should provide separate access points for the commercial and the residential elements, to the satisfaction of the Highway Authority. As presented, this does not meet the policy requirements and should be revisited by the applicant.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Personal Injury Accident (PIA) data

The applicant has used data from CrashMap which isn't considered acceptable by the Highway Authority to support a planning application. The latest five year data should be obtained from Hampshire Constabulary and resubmitted for the Highway Authority to review. Additionally, the commentary provided does not correspond with the accident plot shown within the Transport Assessment, in particular the accidents located at the Bartons Road/Petersfield junction and the one outside the proposed access location on Bartons Road and two nearby the proposed Martin Road access. These need to be fully investigated to establish any underlying accident trend which may be exacerbated by this development.

Depending on any amendments to the access strategy and therefore distribution of traffic to the site the study area may need to be revised. The Highway Authority is aware of an identified accident concern at the New Lane/Crossland drive access.

Site Accessibility

To understand the accessibility of the proposed development to sustainable modes of transport, the National Travel Survey (NTS) has been referenced. The NTS identifies that pedestrians are willing to make journeys on foot up to 3.2km away. Similarly, the survey states that the maximum distance people are willing to cycle is 8km.

The Highway Authority does not agree with these assumptions and instead acknowledges the findings within the CIHT's 'Providing for Journeys on Foot' document which identifies that the preferred maximum walking distance is considered to be 2km, whilst the maximum cycling distance is 5km. The NTS data acknowledges that the proportion of journeys above these distances by these modes is significantly less than those within these distances. Therefore, the view remains that sustainability assessments should be based on the CIHT data. These parameters have not been replaced within the NTS document.

It does not appear that the applicant has provided any cycle infrastructure provision to access the wider network and local facilities, in particular the schools and other local facilities to the north and this should be fully investigated. The applicant should note that there is a wider cycle strategy along Bartons Road which the application would be expected to tie into and the Highway Authority is willing to discuss this in more detail.

There does not appear to be suitable pedestrian provision internally in the site to achieve connectivity to existing provision on Bartons Road and Martin Road and should be revisited.

Site Access

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The proposals include two access points, one to the north, onto Bartons Road and one to the south of the site, onto Martin Road.

Bartons Road Access

The access onto Bartons Road, as shown on the site plan drawing number 9303/100, is existing and it does not appear that the applicant is proposing to make any alterations to it. Notwithstanding operational capacity concerns which will be highlighted later in this response, the Highway Authority is concerned that the existing access is not suitable for the quantum and nature of the proposed development.

The Highway Authority appreciates that the existing access has accommodated previous use, however the proposed development will increase vehicular movements through the access and the trips will be different in nature and due to the proposed fast food uses, a higher proportion of trips would be anticipated to be unfamiliar with the arrangements.

As part of a nearby development, Land to the West of Havant Crematorium, has secured a financial contribution to the Bartons Road/Petersfield Road junction in the form of extending the left turn lane on Bartons Road to circa 28 meters in length. The location of this access needs to ensure that there is sufficient distance and no safety issues with the relationship between the existing access and proposed improvement.

Additionally, there is a vehicular access to the Havant and Waterlooville Football Club which should be considered when reviewing the current access. The current arrangement shown would not be acceptable in operational terms.

Martin Road

The access as shown on drawing number 106.0019.002, proposes a standard bellmouth access to serve the site and shows visibility splays of 43m which is based on the current speed limit of Martin Road. HCC TG3 states that splays and design of the junction should be based on recorded speeds.

The drawing needs to be shown in more detail and show the existing accesses in the vicinity of the proposed to review in the wider context, this includes the car centre access, St Albans Road and access to the adjacent building. Additionally, there are a number of highway trees which look to be of good value which should be included on the access plan to assess the impact the proposed access may have.

The horizontal alignment of the internal access road is not suitable as proposed and has not been tracked for vehicles accessing and egressing at the same time.

Consideration must also be given to the appropriate level of use of the Martins Road access in relation to the impacts on the residential road network.

Internal Access Road

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As highlighted, the emerging H38 policy states that the mixed land uses should provide separate accesses and therefore the internal road layout should reflect this. If the applicant is minded to continue to propose a link through, against Havant Borough Council's emerging policy, the access road should be fully tracked from access to access to ensure connectivity through the site. The access to the most eastern fast food outlet appears to be too close to the access road and turning right then left may not be achievable without over running into the opposite carriageway or having to undertake a dangerous manoeuvre. If the access is to be retained consideration will also need to be given to the potential for through routing traffic which should be discouraged.

Access Strategy

The access strategy, for vehicles and more sustainable travel modes should be reconsidered and designed in accordance with existing design standards and HCC Technical Guidance notes. The accesses should be accompanied by Stage One Road Safety Audits and should also take note of the emerging policy as previously highlighted. The highway boundary should also be imposed on to the plans to ensure there is not third-party land involvement.

Please note that the Highway Authority is unable to fully review the access proposals due to the above and reserve the right to make further comments once the above points have been met. It is advised that the applicant makes contact with the Highway Authority before any resubmission to discuss access options.

Parking

The level of proposed parking provision will be assessed by Havant Borough Council as their role as the parking authority. The Highway Authority request to be contacted if HBC does not approve the proposed parking numbers.

Trip Generation

The applicant is proposing to reduce the potential level in trips associated with the new land uses by netting off trips associated with the existing land use. It is acknowledged that this is a brownfield site, however as the site is clear, and has been clear with no activity, for a number of years it is not agreed that this approach is reasonable in this location. The existing land use is understood to be B1 however, there is no possibility of this site being operational at this time as it's current status could not give rise to any trip generation.

Notwithstanding the above, the parameters used to obtain trip generation rates from the TRICS website for the office appears high for the site location and the Highway Authority does not agree that all sites used are comparable to the previous SSE office use.

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The applicant has used Greater London as a site location for one of the sites and will need further explanation as to why this is considered appropriate as car ownership levels are generally much lower in that location compared to Havant and may not be comparable.

The Highway Authority requests further detailed commentary regarding the TRICS parameters used and how they are comparable to this site.

A further reduction in trip generation has also been applied to account for pass-by, transferred and diverted trips. It is acknowledged that there will be a proportion of trips which will already be on the wider road network, in particular Petersfield Road. It is not clear as to how the 80% reduction has been derived from other than commentary regarding a comparison site in Totten. The Transport Assessment should include details and evidence to agree a percentage reduction.

It is not envisaged that there will be a large number of pass-by trips on Bartons Road and therefore the majority of trips will be making a number of manoeuvres through the Bartons Road/Petersfield Road junction. Specifically turning into and out of Bartons Road which will increase the number of right turn movements which traditionally reduce operational capacity at junctions.

There is an existing McDonalds site located on Park Road South which does not have drive-through provision and it is not known if this proposed site will transfer trips from here, or if this is replacing the existing site. The Highway Authority requests review of the retail impact assessment for the drive thru units, or an alternative summary to gain an understanding of the catchment area and forecast demand for the site.

Trip Distribution

The Transport Assessment does not provide any distribution analysis to review and needs to be provided to establish the impact on the local road network. It needs to be considered against the access road strategy and if trips will divert through the residential roads to the south of the site to access the fast-food outlets and residential element.

Junction Analysis

There has not been any junction analysis to assess the impact of this development site on local junctions. Given the concerns raised above it is considered appropriate at the minimum to assess the following junctions;

- Site access/Bartons Road
- Bartons Road/Petersfield Road
- Site access/Martin Road

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Other junctions could be requested by the Highway Authority depending on the outcome of revised trip generation and distribution assessments. It is advised that the applicant discusses this with the Highway Authority to agree on a suitable scope and study area and whether traffic surveys will need to be undertaken or if existing survey data can be used.

Travel Plan

The Travel Plan is being assessed by Hampshire County Council's Travel Planning team and a response will be sent separately to the applicant if any changes are required.

Recommendation

Having regard to the above the Highway Authority is not in a position to offer a positive recommendation to the planning application and further detailed work is required by the applicant. The Highway Authority would welcome discussion with the applicant if they wish to agree on fundamental parameters and detail which is missing at this time from the Transport Assessment.

I hope the above is clear and please contact Tom Fisher using the details above.

Yours sincerely,

Tom Fisher

Director of Economy, Transport and Environment
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