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<i>Date</i>	16 th January 2020	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of D Haywood

Dear Madam,

Land East of College Road (Campdown) - Hybrid planning application comprising; full planning application for the erection of 130 dwellings with the creation of new access onto College Road, landscape, drainage, car parking and associated works; and outline planning application for up to 650 dwellings, community and nursery facility (use class D1 and D2), retail unit (use class A1), public open space, landscaping, diversion of public right of way and associated works and infrastructure.

Thank you for consultation on the above planning application. The applicant has submitted a Transport Assessment to deal with all matters covered under the hybrid planning application. The application seeks full planning permission for 130 dwellings (known as 'Phase 1' of the development) including the creation of a signalised access onto College Road, and outline planning permission for a further 650 dwellings including ancillary uses.

The Highway Authority has now had the chance to review the application and has the following comments to make.

Pre-Application Discussions

The applicant has engaged in pre-application discussions with the Highway Authority on two separate occasions. The initial pre-app centred around the provision of 600 dwellings, sports pitches and convenience store. The second, and most recent pre-app, was regarding increased quantum of development to 735 dwellings along with the provision of sports pitches. Whilst pre-app discussions have been held, a number of matters were considered outstanding by the Highway Authority prior to the validation of the planning application. These matters are outlined within this response.

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

Personal Injury Accident Data

Personal Injury Accident (PIA) Data has been obtained from Hampshire constabulary between April 2014 and March 2019, encompassing the following area:

- College Road;
- Crookhorn Lane; and
- Purbrook Way.

Across the 5-year period, accidents were identified on the network. Clusters of accidents have been identified at the junctions with College Road and Purbrook Way and the Stakes Hill Road roundabout. As part of the Waterlooville MDA application (planning ref APP/10/00828) both of these junctions are due to be upgraded, with the works to the College Road/Purbrook Way junction due to commence January 2020. The junction upgrades will be monitored for accidents in the future by the Safety Engineering Scheme at Hampshire County Council and any remedial measures carried out should they be required. A safety scheme has recently been implemented at the Crookhorn Lane/College Road junction to reduce the cluster of accidents noted within the PIA data. Similarly to the scheme mentioned above, the improvement is currently being monitored, with no action required from this development.

The rest of the PIA data has been reviewed and it has been noted that there are no other accident trends on the network which could potentially be exacerbated by this development.

Site Accessibility

The applicant has identified local facilities located within the vicinity of the development. As identified by the CIHT in their publication 'providing for journeys on foot' the maximum preferred walking distance for pedestrians is 2km. It is noted that all of the walking distances have been taken from the site access, rather than the centre of the site. Given the scale of development, taking the distances from the centre of the site adds circa 400m onto the walking distances identified in table 1.

When assessing the walking distances from the centre of the site, there is an increase in the distance to the nearby facilities. The distance to the nearest bus stops opposite Havant & South Downs College increases to 650m, an increase of 400m from the assessment carried out within the TA. Similarly, the walking distance to Morelands Primary School increases to a minimum of 1.2km, dependant on which walking route is chosen.

The applicant should reassess the walking routes from the centre of the development to provide a more appropriate assessment of the walking distances to all of the identified facilities.

Walking

The main pedestrian routes from the site are proposed to be along College Road/Crookhorn Lane and Scratchface Lane. The proposed development is

fronted by College Road which provides a shared use pedestrian/ cycle path to the north towards the college and 1.8m wide footway heading southbound along the site frontage. Where College Road becomes Crookhorn Lane, 2.5m wide shared use pedestrian/ cycle paths are provided southbound until Crookhorn Lane joins Portsdown Hill Road. A number of facilities including the local primary school, restaurants and post office are located along Crookhorn Lane, which can be reached via a dropped kerb/tactile paving approximately 50m south of the junction with College Road.

Pedestrian connections to the east are provided via Scratchface Lane, an existing bridleway which serves as the most direct walking route from the site to Bedhampton rail station and other facilities, such as the nearest supermarket. The bridleway is currently an unsurfaced, rural track to the west of the A3(M) bridge which connects into the recently constructed housing development south of Scratchface Lane. To the east of the A3(M) bridge the route is partially surfaced, but to a poor standard.

Cycle

College Road does not have any cycle lanes, although shared use paths are provided to the north by Havant & South Downs College and to the south as College Road joins Crookhorn Lane. At the pre-app stage, the Highway Authority requested that a shared use path was provided along the site frontage to connect the existing provision to the north and south. This is discussed under the Development Proposals section of this response.

College Road is a part of the signposted National Cycle Route (222) which links to Purbrook Way and eventually Waterlooville to the north and Crookhorn Lane (heading into Portsmouth) to the south.

Bus

The nearest existing bus stops are located north of the site, opposite the college. Bus services run regularly from these stops to destinations throughout the borough and into Portsmouth, offering opportunities to encourage sustainable transport.

Taking measurements from the centre of the site means that the walking distance is likely to be approximately 550m, rather than the 150m quoted within the TA. However, it is noted that the applicant is proposing two new bus stops along College Road to reduce the walking distance for residents of the proposed development to the nearest bus stops.

Rail

Bedhampton rail station represents the closest form of rail travel to the development approximately 3km to the east of the development.

Trains run regularly from this station to a number of destinations, namely Havant station, which can be used to access a wider range of local rail destinations too. Suitable accesses from the proposed development to this station is required.

Development Proposals

The hybrid planning application for this site comprises a total of 780 dwellings, along with the provision of a community and nursery centre (D1 and D2 land use) and retail unit (A1 land use). The applicant is seeking full planning permission for 130 dwellings with associated parking and access into the site, referred to as 'Phase 1' of the development. An assessment of the car parking and proposed internal layout of the site is covered below.

Car Parking

Whilst the level of onsite parking provision is a matter for Havant Borough Council as the parking authority to address, the Highway Authority has reviewed the proposed quantum of car parking against HBC parking standards. Against HBC's parking standards, there is a shortfall of 30 spaces for the 4-bedroom dwellings. To prevent any overspill parking onto the highway, the Highway Authority seeks confirmation as to how this shortfall will be addressed.

Internal Layout

It is understood that the roads and footways relating to this application condition are being put forward for adoption by the developer, a position strongly supported by the Highway Authority. As such, an assessment of the submitted drawings has been undertaken accordingly with comments made on the proposals. Whilst it is noted that full planning permission is sought for Phase 1 of the development only, comments have been provided on the internal layout for the whole development, as detailed in drawing number A-02-200-MP, to ensure a holistic approach is taken towards reviewing the internal layout. While the comments below are not an exhaustive list, the key matters are highlighted for further discussions with the S38 team at Hampshire County Council.

Phase 1

The provision of block paving within the internal roads should be minimised and kept consistent throughout the design. The southernmost section of Phase 1 shows a section of block paving in the middle of the junction, rather than opposite the driveways. The block paving to reflect the above so that this approach is consistent across Phase 1. Where turning heads are provided, 2m margins are required to ensure that the turning movements for a refuse vehicle can take place within the footprint of the carriageway, with no overhang onto nearby footways.

The location of the retail unit on site appears to block the northbound forward visibility heading towards the site access. Similarly, there appears to be a problem achieving forward visibility on the adjacent section of block paving. Drawings detailing the forward visibility at these locations should be provided, or the design updated accordingly to address these points.

As mentioned above, the Highway Authority has questions over the quantum of parking spaces proposed. It should also be ensured that each parking space is provided at 2.4m x 5m in length and width for terminal spaces and

6m in length for internal spaces, with 2m margins provided adjacent to the visitor parking bays.

The internal footpaths should be clearly delineated with black top tarmac rather than with block paving, as demonstrated across a number of locations within the site. Crossing locations along the spine road should also be identified to ensure that pedestrians have a safe and continuous walking route through the development.

Plans detailing the street lighting proposals are required to confirm that the lighting proposals within Phase 1 and the wider site are sufficient. It is also noted that a topographic survey of the site has not been provided. Given the levels difference across the site, this plan should be submitted for review.

Wider Site

The internal road network should follow a smooth alignment, ensuring that there are no right angles in the design which limits forward visibility. The junction approaching the northernmost arm of the development is poorly designed, with visibility to those heading southbound along this arm restricted for westbound movements. The junction should be redesigned to provide sufficient visibility across all of the approaches. The applicant should also consider a consistent approach towards providing raised tables throughout the site.

There are a number of stubs provided throughout the site which do not serve any purpose, other than to potentially encourage parking. These stubs should therefore be removed from the design. The turning heads proposed across the development must provide ample space for a car to manoeuvre. It is unclear whether some of the current turning heads accommodate for these movements.

Based on the scale of drawing number A-02-200-MP, it looks like part of the shared use path along the southern boundary of the site lies outside of the redline plan. Confirmation is required that the entirety of the shared use path sits within the site. The south eastern corner of the development is shown without a footpath outside of the properties. The design should be updated to ensure that a footpath is provided at this location.

No details have been provided regarding the surface water strategy. The applicant should submit plans detailing how the surface water will drain into the proposed suds features. The drainage features should be located at least 5m away from the back of the footway to prevent any overspill onto the highway.

However, it should be noted that these 'planning application' consultee comments have been made utilising the plans submitted. To facilitate road adoption, the Section 38 process will need to be undertaken in addition to any planning approval that may be granted by the Local Planning Authority, and the details of this process can be found via the following link - <https://www.hants.gov.uk/transport/developers/constructionstandards>. This process will require additional information to that submitted to date, and

require formal engineering drawings for assessment which may result in updates to the layout being required. As such, it is recommended that the developer engage with the S38 team at their earliest convenience.

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>

Sustainable Transport Improvements

The internal layout is proposed to provide a continuous east-west shared use path through the development to connect to Scratchface Lane and College Road. A shared use path is also provided internal to the site along the western boundary, connecting the vehicular site access to the emergency access onto College Road. Confirmation is required that the shared use path will be built to a width of 3m and dedicated as Highway to ensure that the route is secured, maintained and publicly available in perpetuity to make the development acceptable.

During pre-app discussions, the Highway Authority requested the provision of a shared use path between the site and Crookhorn Lane to connect to the existing shared use provision, providing a continuous shared use route heading southbound. From the site access heading northbound, it was also requested that the existing footway was widened to shared use to connect into the existing provision outside of the college. The TA states that this matter has been investigated but the existing provision on Crookhorn Lane is considered sufficient. The applicant highlights that all the local facilities are provided on Crookhorn Lane, which can currently only be reached by cycling on the carriageway of College Road, which is busy and subject to a 40mph limit. While this may be appropriate for confident cyclists, it is not considered suitable or attractive for more vulnerable road users.

Given the location of the existing shared use provision to the north and south, the Highway Authority requires this site to connect to the existing provision and provide residents with a continuous shared use facility to Crookhorn Lane and northbound towards Purbrook Way. If the internal shared use route along the western boundary is to be dedicated, it is acceptable for the route to extend from the southern pedestrian/cycle access point, travel internal to the site, before reconnecting with the existing provision north of the site access.

The applicant has undertaken a Non-Motorised User (NMU) audit which picks up on the local walking and cycling routes available in the area. However, whilst the TA does reference the potential routes to Morelands Primary School, the audit does not comment specifically on these walking routes, nor does either document identify any gaps along the routes. No audit has been undertaken to Purbrook Park School, which has been confirmed as the catchment secondary school from the development. The Highway Authority requests detailed NMU audits to both of these locations to ensure that continuous walking and cycling routes are provided from the development to the catchment schools. A PV² assessment should also be undertaken on College Road to gauge whether there is the need to provide a signalised crossing point to accommodate demand for the future crossing movements.

Pedestrian access to the east is proposed via a connection onto Scratchface Lane. Scratchface Lane is an existing bridleway which provides a connection between Purbrook and Bedhampton. The applicant is proposing to provide a connection from the boundary of their site to link into the existing bridleway. No details have been provided to detail how and where the exact link will be located. The Highway Authority requires a drawing which demonstrates the provision of the link, including confirmation that the applicant controls all required land to provide this link.

As part of planning reference APP/12/00612 (92 dwellings south of Scratchface Lane), a proportionate contribution was secured towards the upgrade of the bridleway as a leisure route from the site. The upgrade involves improving the surfacing of the route east of the bridge, towards the point which the bridleway connects to the highway and upgrading the surface from the site connection point to the west of the bridge with a rural style surface. The Highway Authority has reviewed these improvements against the quantum of development and the increase in the number of pedestrian and cycle movements which will occur throughout the year as a result of Scratchface Lane being used as a utility route. Against this context, further improvements are required to the route to ensure it is available as a high-quality walking and cycling route all year round. The applicant should engage with the Highway Authority to discuss the provision of a contribution towards further upgrades to the route.

During pre-app, the Highway Authority requested that the applicant investigate whether the existing bus service could be re-routed to run through the development, before continuing along the normal service route on College Road. It is noted that the applicant has engaged with Stagecoach to ascertain whether this is feasible, but it is an option which Stagecoach does not want to consider at this time. Instead, two new bus stops are proposed on College Road, approximately 150m south of the proposed site access. The applicant's speed surveys on College Road are out of date and should be updated to confirm the pedestrian visibility requirement from the proposed bus stops.

Hampshire County Council's Passenger Transport Team have contacted Stagecoach regarding the potential to re-direct the existing services through the site. Stagecoach have advised that in order to fully review this position, they require a detailed site layout and the confirmation that the spine road will allow buses to access the site unhindered. The applicant should engage with Stagecoach further to ensure that the spine road will be designed to allow for convenient bus access into the development.

Vehicular Access

Primary access into the site is proposed in the form of a signalised junction onto College Road. An ATC survey was undertaken in October 2016 to establish the level of flow on College Road which helped to inform the form of access that was required into the development.

The proposed junction arrangement has been reviewed by the ITS and Engineer Consultancy teams at HCC who have raised a number of comments

which need to be addressed before the proposed junction can be considered acceptable.

Based on the proposed road alignment, the nearside kerb alignment is abrupt. A smoother nearside transition should be considered to address this point (minimum 15-20m longer).

The starting positions for the vehicle swept paths is considered unrealistic and does not demonstrate the full impact. The swept path analysis should be updated accordingly to address this point. With regard to the swept path analysis, road widening around the bend of the access road should be considered to ensure that vehicles can safely manoeuvre.

The proposed location of the maintenance vehicle hard-standing and traffic signal controller should be indicated within drawing number 048.0010.004 Rev B. The island width should be 4.0 metres along the full length of both crossing areas to cater for cyclists crossing. This is likely to require the site access road approach to be slightly re-aligned.

Provision must be made for cyclists entering / exiting the development site connecting with the proposed off-road cycle route. Possible measures could include dropped kerbs for cyclists, Advanced Stop Lines and associated feeder lanes. The stop line on College Rd (East) should be set back. A new, 3m wide, pedestrian refuge island should be provided. The crossing width should be 3m. Dropped kerbs and buff tactile paving are to be provided. Stopline to [leading] edge of the crossing distance is to be 3m. Signal poles should be located 2.5m forward of stop lines on College Road (East). Swept path analysis for an HGV Articulated vehicle turning right from College Road (West) into the site should be included.

Furthermore, a plan showing Stopping Sight Distances for all 3 approaches should be included. College Road (East) centre island should be 2.0 metres wide (not 1.5 metres as shown).

It is recommended that the presence of Statutory Undertakers' plant is established early in the design cycle. Any Departures from Standards should be identified early in the design process as will confirmation of the proposed speed limit of Site Access Road.

A 'No U-Turn' Traffic Regulation Order would be required to ensure that Site Access Road traffic did not come into conflict with pedestrians or cyclists using the Access Road entrance Toucan crossing (Phase F).

Until the comments noted above have been addressed, the proposed site access is not considered acceptable. The modelling should be updated and rerun based on the amended proposed junction geometries.

Pedestrian/Emergency Access

A separate pedestrian/cycle access point has been shown indicatively on College Road within drawing number A-02-200-MP, following the alignment of the shared use path through the development. An indicative location has also been provided for the emergency access, although no details of this

arrangement have been shown. The Highway Authority require engineering details of the access to ascertain the width of the access, visibility splays and how access will be provided for emergency vehicles. The access should also serve as an alternative pedestrian/cycle access point onto the wider network. Details of this arrangement are also required.

A separate pedestrian and cycle access to the east is proposed via a link onto Scratchface Lane. The suitability of Scratchface Lane has been assessed within the sustainable transport improvements section above.

Trip Generation

The vehicular trip rates for the proposed development were agreed for the residential aspect of the works following discussions at the pre-app stage. To calculate the trip rates from the development, the TRICS database was utilised and parameters applied to reflect the location.

The agreed two-way trip rates in the AM peak hour are 0.534 and 0.589 in the PM peak, equating to vehicle trips of 422 and 465 in the respective peak hours for 780 dwellings. The latest proposal includes community and nursery facilities and also an on-site retail unit but no TRICS assessment has been carried out for any of these land uses. The applicant should carry out a TRICS assessment for all of these land uses to understand how many trips will be generated.

The Highway Authority has run a TRICS assessment with the same parameters noted within the TA to confirm whether the pedestrian two-way movements of 0.108 in the AM peak and 0.091 in the PM peak are robust. It is noted that whilst the PM trip rates are the same as that stated within the TA (0.091), the AM trip rates is 0.174. The assessment should be updated accordingly to correct reflect the likely level of pedestrian trip generation.

No trip rates have been provided for cycle trips in the peak hours. The applicant needs to carry out a TRICS assessment to gauge how many cycle trips will also be generated from the site.

Trip Distribution

Alongside the trip generation, the trip distribution from the site was also agreed at pre-app. Trips have been assigned from the site based on 2011 journey to work census data for the relevant ward. This identifies destinations people are forecast to travel to from the site based on existing patterns in the local area.

The highest trip attractor is predicted to be Portsmouth with 35% of the total trips from the development, followed by Waterloo at 12% and Havant at 9%. From the site access, vehicular trips have been dispersed onto the network and the agreed key junctions in the area modelled with the additional development traffic. For trips which disperse onto the strategic road network, an assumption has been applied as to how these vehicles will travel to the A3M.

A number of southbound trips have been assigned onto the network after initially heading northbound from the site access. This is to reach the A3M,

which is considered the quickest route to some southbound locations. To reflect this option, a split in the trip distribution has been assumed within the TA.

It is agreed that the trip distribution provided within the TA represents a robust assessment of how trips will be dispersed onto the network.

TEMPRO Growth Assumptions

To establish baseline traffic flows on the network, an ATC survey was undertaken on College Road in 2016 along with turning count surveys at the following junctions:

- Crookhorn Lane/Portsmouth Hill Road;
- Bedhampton Hill/Portsmouth Hill Road/Bedhampton Hill Road;
- College Road/Purbrook Way;
- Stakes Hill Road/Stakes Hill/Purbrook Way/Crookhorn Lane;
- A3(M) Off Slip/Purbrook Way; and
- A3(M) On Slip/Purbrook Way/B&Q.

To uplift these surveys to the 2019 baseline, the TEMPRO database has been utilised to understand the likely increase in traffic flows during this time period. Growth rates of 1.0162 in the AM and 1.0153 in the PM have been applied which are considered reasonable. Given that the traffic surveys are now over 3 years old, the applicant should carry out sample traffic flow surveys to confirm and validate that the TEMPRO growth assumptions are robust. To uplift traffic flows to the 2029 future year scenario, TEMPRO rates of 1.1265 in the AM and 1.1234 in the PM. These rates are considered acceptable.

While discussing the development proposals during pre-app, the Forty Acre Farm development (APP/18/00450) was not a live planning application. Given that the application has now received resolution to grant planning permission, Forty Acres should be included as a committed development. The flows from this site should therefore be considered within the junction modelling undertaken as part of this application.

Junction Capacity Assessment

To understand the impact of development traffic on the local road network, the applicant has modelled a number of key junctions, the scope of which was agreed at pre-app. These junctions are as follows:

- Site Access;
- College Road/Purbrook Way;
- Stakes Road Roundabout;
- A3(M) Junction 4 on-slip and off-slip;
- ASDA Roundabout; and
- Crookhorn Lane/Portsmouth Hill Road.

These junctions have been assessed under the following scenarios:

- 2019 Baseline;
- 2029 Baseline; and
- 2029 Baseline with Development.

The applicant has identified a number of junction improvements which are required to mitigate the impact of development traffic in the peak hours. The required improvements are summarised below:

- College Road/Purbrook Way – Widening to College Road to accommodate two lanes for approximately 41m on the approach to the junction with Purbrook Way.
- Stakes Road Roundabout – Adjusting the cycle time of the junction signals which are due to be implemented as part of the West of Waterlooville off-site highway improvements.
- A3(M) J4 Roundabouts – Geometric changes to the roundabouts, featuring increases to flare lengths and entry widths.
- Crookhorn Lane/Portsdown Hill Road – Improvement from a priority to signalised junction.

The Highway Authority has reviewed the junctions which have been assessed in the TA, including any improvement schemes which have been put forward, and have commented on the outputs of these models and any amendments which are required. It should be noted that until the applicant has carried out sample traffic surveys to confirm that the 2019 TEMPRO rates are robust, the Highway Authority is unable to confirm that the model builds are acceptable.

Site Access

A LINSIG model has been built to forecast the operation of the signalised site access under the scenarios noted above. The arrangement has been reviewed by HCC's ITS group who were involved in discussions around the junction at the pre-app stage. A number of queries regarding the design have been raised previously in the response. Before comments are provided on the modelling, these changes should be made and the LINSIG model subsequently amended.

College Road/Purbrook Way

As part of the Waterlooville MDA development (APP/10/00828), the College Road/Purbrook Way junction is being upgraded to a signalised junction to accommodate the flows from the MDA. With these improvement works currently underway; a 2019 assessment has not been undertaken. Instead, a future year 2029 + development scenario has been used to forecast the impact of the development against the improved signal junction. A number of approaches are over capacity in this scenario, most notably College Road in both the AM and PM peak hours (164.6% and 157.1% DoS respectively). Further improvements are therefore required at this junction to accommodate the flows from the development.

The applicant has modelled an improvement scheme which involves widening College Road for approximately 41m to provide capacity at the junction. It is currently unclear whether the applicant has utilised the approved layout drawing for the improvement works commencing this month. The Highway Authority therefore requires clarification that the approved layout has been

used as the basis for modelling this junction to limit the number of alterations made to the approved design.

No traffic flow has been assigned to the College Road left turn movement in either peak (left turn 160 PCU in the AM and 175 in the PM peak). The model must be updated accordingly to feature these flows.

The proposed staging arrangement disadvantages the heavy pedestrian movement from north to south across Purbrook Way (East) in the AM peak. The staging for stages 3 and 4 should be re-tested for both peaks with the following stage sequence:

Stage 3 – Phases E, F, G

Stage 4 – Phases D, F, G

College Road left turn flare length – the model flare length (7 PCU's) does not match the drawing flare length (2PCU's).

Many of the geometric parameters for the saturation flows should be changed. Many of the lane widths do not match the annotated lane widths on the drawing. The specification of the nearside lanes should be changed for several lanes.

Arm 2 lane 1 traffic should also be able to proceed ahead to match the West of Waterloo MDA signal scheme. Delay balancing can be applied to the flows on this approach to determine the proportion of left turning and ahead traffic using this lane.

Stage change 2 to 3 should feature phases A and B of the intergreen period closing down together.

All of the scenarios should be recalculated, at a maximum cycle time of 120s, following the changes detailed above.

The orientation of the pedestrian crossing across Purbrook Way (East) should be reversed to match that for the West of Waterloo junction proposal. A left/right stagger will be aligned with the major pedestrian desire line from the north east to south west linking through to South Downs College.

The intergreen times should be reviewed in light of the above change to the crossing.

Where possible the layout should match that proposed by West of Waterloo. It is accepted that the new layout would change the previous scheme but the number and scale of changes should be minimised where possible.

Stakes Road Roundabout

The applicant has modelled the Stakes Road roundabout under the 2019 baseline. The roundabout is shown to be operating over capacity on the Stakes Hill Road approach with an RFC of 1.13 in the AM peak. When

factoring this up to 2029, the RFC on this approach increases to 1.35. The Purbrook Way approach is also approaching practical capacity with an RFC of 0.92. When considering the 2029 + development scenario, the overall capacity at the roundabout reduces further, requiring mitigation.

Currently, a “2029 baseline + development + amendments to the signal timings” scenario has been modelled. As part of the Waterloo MDA, a signalised improvement scheme was secured and principally agreed, subject to detailed design work. To mitigate the additional trips from the proposed development, the applicant is proposing to amend the signal timings to provide further capacity at the junction.

It is unclear what improvement scheme has been modelled within this assessment and how this differs from what was secured at planning. Confirmation is therefore required as to what improvement scheme has been modelled for the roundabout.

ASDA Roundabout

A 2019 baseline modelling assessment has not been undertaken for the ASDA roundabout.

It is noted that the roundabout has been modelled to a future year of 2026. This is not consistent with the assessments carried out for the other junctions within the TA and should therefore be updated accordingly.

Under the 2026 baseline assessment, the junction is already at capacity. With the addition of development traffic and amendments to the signal timings, the junction is forecast to operate marginally within capacity under the 2026 with development scenario. Until an updated assessment has been provided to 2029, the Highway Authority is unable to confirm whether the signal timing amendments are sufficient in mitigating the impact of development traffic at the roundabout.

Crookhorn Lane/Portsdown Hill

The modelling work undertaken for Crookhorn Lane/Portsdown Hill in the 2019 baseline shows that the junction is currently operating over capacity on the Crookhorn Lane – Portsdown Hill Road (EB) approach, with a Ratio to Flow Capacity (RFC) of 1.56 in the AM peak hour and 1.02 in the PM peak hour. The Crookhorn Lane – Portsdown Hill (WB) approach is also over capacity in the PM peak, operating at an RFC of 1.10.

When considering the 2029 future year assessment with development there is an increase in the levels of queuing on both of these approaches, worsening the overall operation of the junction. Therefore, a mitigation scheme is required.

The applicant has proposed mitigation in the form of a signalised junction. Whilst the Crookhorn Lane/Portsdown Hill junction itself sits within Portsmouth City Council’s boundary, the queuing at the junction occurs within Hampshire County Council’s highway. The proposed improvement scheme has been

reviewed, with comments raised before the model can be considered acceptable. Discussions are ongoing with PCC who are also reviewing the improvement scheme. The applicant should engage with both authorities to discuss the proposal and the required amendments to the modelling.

A3(M) Junction 4 on-slip and off-slip

The applicant has modelled the A3(M) roundabouts under the aforementioned scenarios. Under the 2019 baseline, the Purbrook Way (EB) approaches to both junctions in the AM peak (0.86 and 0.85 RFC respectively) are close to design capacity. The Purbrook Way (EB) approach reaches design capacity under the 2029 baseline for Junction 1 (1.00 RFC) and is closer on Junction 2 (0.96 RFC). The B&Q approach to the roundabout is also over capacity in both the peak hours under this scenario.

When factoring in the flows from the proposed development, the approaches mentioned above worsen further, along with the general operation of the roundabout. The applicant has therefore produced and modelled improvement schemes for the two junctions. These improvement schemes feature increases to the lane entry widths and effective flare lengths. Whilst there is likely to be some capacity benefits provided by the proposals, the proposed improvements are considered unlikely at this stage to mitigate the impact of development trips from the site. The applicant should engage with the Highway Authority to discuss alternative junction improvement schemes at this location.

Travel Plan

The submitted travel plan outlines a strategy for the full planning application of 130 dwellings, known as Phase 1, and hints towards a framework for the outline application. To approve the travel plan aspect of this hybrid application it is required to provide either:

- A full travel plan for the full planning application **and** a framework travel plan for the outline application; or,
- An updated full travel plan which details a framework for the outline application as well. This relates specifically to the site proposal, additional measures not relevant to just residential land-use, a comprehensive monitoring schedule based on predicted phase builds, fees etc.

The following is a review of the submitted TP, pertinent to the full planning aspect of the overarching hybrid application only. The TP was of very high quality with only minor alterations required to make it acceptable for planning.

Introduction

It is expected for the developer's view on travel planning to be included within the TP's introduction. This may be in the form of a statement in support of the TP from a senior member of the company or evidence from previous developments where successful travel planning was adopted by the developer. In addition, a brief description of known planning applications in the vicinity, likely to have an impact on this development should be included.

Policy and Guidance

The following documents should be included within the policy and guidance review:

- HCC's *A guide to development related travel plans*
- LPA Parking SPD

With the inclusion of these documents the Policy and Guidance section will be considered acceptable.

Site Audit Existing

Appendix B currently includes a 500m circular band around the proposed development. This should be amended to show walking and cycling isochrones, which more accurately illustrate real-world journeys. With this addition, the existing site audit will be considered acceptable.

Site Audit Proposed

The calculations used to meet with HBC's parking SPD should be referenced for both cars and bicycles. In addition, the type and location of cycle parking provision must be included at the full planning stage.

Aims and Objectives

The travel plan's aims and objectives are consistent with HCC's current guidance and are therefore acceptable.

Targets

As outlined within the TP, the targets are in line with HCC's current guidance and therefore acceptable.

Measures

The measures outlined within the travel plan are considered acceptable.

Management Strategy

The management strategy is considered acceptable.

Monitoring

For the full planning application, the trigger for Year 1's start date could potentially delay the start of the travel plan measures as there is no fixed date for 100% occupation. In addition, as the travel plan is front loaded to ensure sustainable travel is adopted from the outset, delaying the start point may decrease the effectiveness of the measures. It is therefore suggested that the trigger point be reduced to 50% occupation of Phase 1.

Action Plan

The existing action plan includes the value of both aspects of the hybrid planning application. Although it is understood that the travel plan cash deposit will be taken as one figure, with both outline and full planning applications combined, for the purposes of this TP only the fees associated with Phase 1 should be included. The fees associated with the outline planning consent should be submitted separately within an action plan found in a subsequent framework travel plan or appended separately in an updated TP (see foreword options).

In addition, it is not clear whether the action plan provided suggests that the monitoring period for the whole development (Phase 1 and the outline application) will be conducted over the five years post 100% occupation of Phase 1. If so, this should be amended to include monitoring periods from separate phases, per 7.1.

Enforcement

It is noted and welcomed that a commitment to pay HCC's monitoring and approval fees is included.

Section 7.17 indicates a rolling bond valued at 20% of the TPC's works. As the works are front loaded and to allow for HCC to undertake the works should the developer not issue a TPC three months prior to first occupation, it is expected for a cash deposit to be submitted. This cash deposit, agreed through the Section 106, will be valued at the total cost of travel plan measures.

Minor alterations are required to the travel plan to make it acceptable in conjunction with the proposed 'Phase 1' development of this site. A cover sheet identifying where the above alterations have been made must be provided as part of the resubmission. Clarity is also required as to whether a travel plan will be submitted to also cover the outline planning permission element of the application, or whether an overarching travel plan will be submitted to cover the full application.

Recommendation

The Highway Authority requires additional information on a number of matters within the TA which are currently considered insufficient. Additional information is therefore required on the following matters at this stage:

- Confirmation that the level of parking provided for the development will confirm with Havant's parking standards;
- TRICS assessment for the on-site ancillary uses;
- Updated TRICS assessment for pedestrian and cyclist trip rates;
- Audit of the walking routes to Morelands Primary School and Purbrook Park School;
- Investigation into a formalised crossing point between College Road and Atlantis Avenue;
- Investigation into widening the existing footway on the eastern side of College Road to provide shared use to the north and south of the development, tying into the existing provision;

- PV2 assessment to gauge whether a signalised pedestrian/cycle point is required on College Road;
- Response to the comments raised regarding the internal site layout, including engagement with the S38 team at HCC;
- Engagement with the Highway Authority to investigate further improvements to Scratchface Lane to ensure pedestrian/cycle access to the east is maintained throughout the year;
- Updated speed surveys on College Road;
- Engineering details of the proposed emergency access along with confirmation that this arrangement will also cater for pedestrian/cycle access to the wider network;
- Inclusion of the Forty Acre Farm site as committed development;
- Amendments to the site access inline with the comments raised;
- Amendments to the junction model files as stated under the 'Junction Capacity Assessment' section of this response;
- Updated assessment of the ASDA roundabout to provide the junction operation in 2029; and
- Amendments to the Travel Plan.

If you are minded to determine this application before the additional information is submitted, the Highway Authority should be contacted for our formal recommendation.

I trust that the above is clear however, should you wish to discuss further, please feel free to contact Chris Hirst on the number noted above.

Yours Sincerely,

Stuart Morton – Transport Team Leader