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Date	14 th November 2019	Email	Chris.Hirst@hants.gov.uk

For the attention of D Haywood

Dear Madam,

Land at Lower Road, Havant – Development of 50 new dwellings together with access, landscaping and open space.

Thank you for re-consultation on the above planning application. In response to the Highway Authority's letter dated 23rd May 2019, the applicant has produced a Technical Note aiming to overcome the outstanding highway matters. The following response considers the points raised within this document.

Traffic Modelling

The original transport statement including modelling for the following junctions:

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill Roundabout.

It was identified in the Highway Authority's previous response that the modelling has only been undertaken to 2019, which should have been considered as the base year for the assessment. To understand the impact of traffic from this development, the Highway Authority requested modelling to a future year of 2024, including the 'Forty Acre Farm' site (planning reference APP/18/00450) as a committed development.

A subsequent sensitivity test has been undertaken to model the aforementioned junctions to 2024. Under this scenario, the Portsdown Hill Road arm of the Bedhampton Road/Bedhampton Hill Roundabout increases to an RFC of 0.92 and 1.08 in the AM and PM peaks respectively. Whilst the

Director of Economy, Transport and Environment
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latter is noted to be overcapacity, this is primarily caused by background growth at the roundabout, with the vehicular traffic from this development only resulting in 1 additional movement every 4 minutes across the peak hours. The predicted vehicular flows through this junction of 17 in the AM peak and 15 in the PM peak in 2024 result in an overall increase in vehicular flow of 0.75% and 0.58% in the AM and PM peaks respectively. For this reason, mitigation from this development is not considered necessary.

Accessibility

Nearby facilities were previously assessed against the National Travel Survey 2014 findings which suggested that the maximum distance that pedestrians are prepared to walk is 3.2km. This was disputed by the Highway Authority who asked for a reassessment of the identified facilities against the CIHT 'providing for journeys on foot' publication which considers 2km as the maximum walking distance.

The reassessment shows that while there are a number of employment and retail outside of the 2km bracket, the majority of the identified facilities sit within the 2km 'maximum preferred' walking distance.

The updated accessibility work did highlight that a number of the identified schools sit close to the maximum preferred walking distance. As a result, a route to school audit was requested on the main route to these schools to understand whether there are any improvements required as part of this development to maintain safety and encourage sustainable modes travel to school. Through this assessment, a number of improvements were identified, as detailed in drawing number ITB12174-GA-007 Rev A. The Highway Authority have reviewed these improvements and have agreed to the applicant paying a £23,489 contribution towards the improvements to be secured via a S106 agreement. This is considered adequate mitigation for the forecast increase in vehicular and pedestrian movements on routes to school.

The Highway authority is aware that there is local concern regarding the intensification of use by vehicles and pedestrians of a 50m section Lower Road with no footway. A number of improvement options have been explored; however, the limited width of the highway constrains what is achievable here. The highway authority has carefully considered the impact of the development on the current layout. There have been no recorded accidents over the past 20 years at this location. Vehicle use is forecast to increase by 26 trips in the AM and PM peak hours and pedestrian use by 18 in the AM peak and 13 in the PM peak. Vehicle speeds are low in the area, with 85th percentile speeds of 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather). Hampshire County Council's safety auditor has reviewed the impact of the development on this section of highway and considers that the current safe operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.

Given the above, the Highway Authority does not consider that the development will lead to an unacceptable impact on highway safety or a severe impact on the road network and as such no objection has been raised in relation to this issue. It is noted that there is also an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. This is

partially lit and surfaced; however, the footpath width is restricted. This does offer an alternative route choice, although it is appreciated it may not be attractive to all users at all times.

Site Access

To aid the turning movement of a refuse vehicle, it was requested within the previous response that the radii of the junction was increased. This amendment has been reflected in drawing number MJA 5992:601 Rev C. Also, a reduced length of footway and crossing point to the northern side of Lower Road was requested from the development to provide pedestrian access to the wider network. This amendment has also been reflected in drawing number MJA 5992:601 Rev C. This drawing has been reviewed and is considered acceptable. The access works should be delivered by entering into a S278 agreement with the Highway Authority.

Internal Site Layout

The applicant has confirmed that the internal site layout will not be offered for adoption through a S38 agreement to the Highway Authority. However, to address the comments raised regarding the internal site layout, table 4.1 has been produced by the applicant and included within the Technical Note. This sets out the comments previously raised by the Highway Authority, and how these points have been addressed in the latest drawings.

With the internal roads and footways not being offered for adoption, the Highway Authority raise no objection to the proposals. However, the developer is advised to ensure that the roads and footways are designed to the minimum industry standards and/or Hampshire County Council's best practice as set out in

<https://www.hants.gov.uk/transport/developers/constructionstandards>.

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>.

Recommendation

The applicant has adequately addressed the issues raised in the Highway Authority's previous response. The Highway Authority therefore recommend no objection to the application, subject to the following conditions and obligations:

S106 Obligations

- Financial contribution of £23,489 to be paid towards the route to school improvements identified in drawing number ITB12174-GA-007 Rev A prior to occupation of any dwelling.
- Site access works, as detailed in drawing number MJA 5992:601 Rev C, to be delivered prior to occupation of any dwelling.

Conditions

- Prior to first occupation the visibility splays shown for the vehicular access and two pedestrian accesses shall be provided so that any obstruction within the splays between 0.6m. and 3m. above the level of the carriageway shall be removed. These splays shall be maintained in this condition thereafter.

Reason:

In the interest of highway safety

- Prior to use at least the first 16m. of access measured from the nearside edge of carriageway of the adjacent highway shall be surfaced in a non-migratory material and shall be maintained in this condition thereafter.

Reason:

In the interest of highway safety

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

I trust the above is clear, however should you have any further queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Faithfully,

Chris Hirst – Assistant Transport Planner