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<i>Date</i>	6 th August 2019	<i>Email</i>	Chris.Hirst@hants.gov.uk

For the attention of Lewis Oliver

Dear Sir

Land at Forty Acre Farm, Havant Road, Havant. Erection of 320 dwellings (including a 30% provision of affordable homes), 66 bed care home, provision of public open space, habitat mitigation zone, allotments, closure of existing access and creation of 2 new access points and associated infrastructure following demolition of existing buildings.

Thank you for the opportunity to comment on the revised submission for the above application. In response to the Highway Authority's original letter dated 16th July 2018, the applicant has submitted an amended transport assessment and sustainability review report with the aim of addressing the concerns raised within this response. The following letter addresses the suitability of the amended information.

Policy Background

The application site forms part of Havant Borough Council's Emerging Local Plan 2036. Policy H14 proposes to allocate the site for 300 dwellings. Havant's Local Plan is still in the draft state and therefore currently the proposed development site remains unallocated.

Personal Injury Accident Data

The accident data has been provided for the 5-year period January 2012 to December 2017. This is now 18 months out of date and HCC have therefore reviewed records of accidents within the study area internally.

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

The accident analysis identifies a cluster of accidents on the Bedhampton Hill approach to Rusty Cutter Roundabout. As requested in the previous response, the applicant has assessed the level of additional traffic as a result of this development which would be added to this approach to the roundabout. This has demonstrated during the peak hours an additional 4 vehicle movements in the AM peak and 5 in the PM peak. Given this level of increase, the additional risk as a result of additional demand on this arm could not be considered to exacerbate the existing accident problem.

The Revised TA highlights a cluster of accidents at the Rectory Road/Havant Road junction. This junction sits within the Portsmouth City Council area and therefore comments should be obtained from them.

Sustainable Transport Accessibility

Walking and Cycling Accessibility

The site is located on the edge of Bedhampton to the south of the A2030. The applicant has undertaken a review of key facilities and the walking/cycling distance to these destinations. This has identified that the Bidbury Infant and Junior school sit within 2km of the site and therefore within the maximum acceptable walking distances from the site. It is acknowledged however that improvements to this route are required in order to facilitate these movements safely, to encourage walking and cycling to school and reduce the reliance on the private car.

The Education Authority has confirmed that the catchment secondary school for this site will be Warblington School which is located just over 2.7 miles or 4km from the site. This is above the recognised preferred maximum walking distance however does fall within a recognised acceptable cycling distance of 5km. The route has been considered further by the applicant regarding sustainable access and the opportunities for travel to the school.

A limited assessment of nearby amenities has been carried out, with no assessment carried out for doctor's surgeries, Havant town centre, South Downs or Havant College, for example. Of those amenities reviewed, the assessment demonstrates that the proposed development is not within recognised walking distances to key amenities. However, the proposed improvements to the Rusty Cutter roundabout and Bedhampton Hill (detailed later in this response) are considered to overcome the additional walking distance and promote sustainable to and from the development site to key amenities.

Access to Primary School

The expected catchment area for this development site has been identified by the Education Authority to be Bidbury Infant and Bidbury Junior Schools. The applicant has provided a commentary on the walking and cycling routes to these schools within the Sustainability review report.

From the centre of the proposed development site these schools have a walking distance of 1.8km to the pedestrian entrance of the site. The rear pedestrian entrance to the school via the Rights of Way network (Footpath 40) leads to the school playing field via a tarmac path.

Improvements have been proposed by the applicant to the route to Bidbury Infant and Junior School. These include improvements across the site frontage, Rusty Cutter roundabout and Bedhampton Hill Road and provision of a £2000 contribution to allow provision of park and stride signage and literature to advertise appropriate sites. Havant Borough Council have, at this time, agreed to the use of the Cricket club car park adjacent Bidbury Park and aware of other sites which may be appropriate and can be explored by HCC's school travel plan team with the agreed funding.

The applicant has also proposed a controlled route across Rusty Cutter roundabout which will facilitate safe access across the strategic network, enabling a safe walking route to school. Details of the scheme shall be discussed further within this response.

Access to Secondary School

As the secondary catchment school, access to Warblington School has been assessed within the Sustainability Review undertaken by the applicant.

It is noted that bus route number 23 runs from the frontage of the proposed development every 10 minutes and goes to Havant Bus Station in 15 minutes. From here students would be required to walk 17 minutes from the site via School Lane to Warblington School.

There is a direct line from Bedhampton Railway Station to Warblington Station which would serve to access the school. The frequency of this route however is low with suitable trains at 07:35 and 07:52. Walking to Bedhampton Station is 25 minutes and whilst this mode is present as an option it would not be considered attractive against the existing and potential bus provision.

The provision of the shared use path at Rusty Cutter roundabout will aid facilitating cycling to school for secondary aged children and provide a direct and safe all-purpose route for these journeys.

Car Parking

Determination of the required parking levels within the site is a matter for Havant Borough Council as the Parking Authority. However, it is understood that the parking provision has been reviewed and is considered to meet the required standards for the residential aspect of the site, but not for the care home. To prevent any overspill parking from the development onto local residential roads, a TRO contribution is being secured by the Traffic Management team.

Site Access

The proposed site accesses consist of two priority junctions with ghost island right turn lanes on the A2030. The principle of these access arrangements is acceptable to the Highway Authority and shown in drawings 041-0023-003 Rev G and 041-0023-004 Rev G. A stage 1 Safety Audit has been undertaken for the scheme and whilst items have been raised, the Highway Authority is satisfied that these can be dealt with at the detailed design stage.

Proposals to implement a shared use footway/cycleway across the site frontage are indicatively shown in drawing number 041-0023-005 Rev G, connecting the site to the eastern bus stop on Havant Road and the western crossing point near Rectory Avenue. The applicant is also proposing to provide a shared use path internal to the development to connect to the locations noted above. Provision of a shared use connection from the site to Rectory Avenue and the eastern bus stop will need to be secured within the S106 agreement to ensure sufficient linkages are in place to these locations.

Further investigation has been carried out into the crossing provision on the A2030. The designated crossing points to the east and west of the site accesses are considered sufficient in catering for the pedestrian and cyclist desire lines from the development, alongside the proposed walking/cycling route across the Rusty Cutter roundabout.

Proposed Pedestrian/Cycle Improvements

Havant Road A2030 Corridor

There are no walking and cycling facilities on the southern side of the A2030. As part of the proposed development the applicant is proposing a shared use path to be provided across the site frontage along with uncontrolled crossings facilities. These improvements are shown in drawings 041-0023-003 Rev G, 041-0023-004 Rev G. The general principle of these improvements were considered acceptable within the previous response in so far as they provide connections to existing routes.

The internal layout of the site has been amended to include provision of a shared use path from the eastern access running within the site to the proposed graded ramp to bring pedestrians and cyclists up to the southern side of Rusty Cutter Roundabout. The ramp and path from the development will be provided at a width of 3m to accommodate for both pedestrians and cyclists. The ramp should be delivered by the developer through a S278 agreement with the Highway Authority.

A suitable mechanism needs to be agreed regarding obtaining rights of access over this route. The path should either be adopted as part of the s38 works, dedicated as a right of way or right secured in perpetuity through a suitable condition.

Access to schools

Given the need to provide suitable connections to the schools, as outlined above, further consideration of crossing facilities along the corridor were required, in particular improvements to the crossing of the A27/A3(M) slip roads. It is noted that a pedestrian route exists on the Portsdown Hill Road bridge which may provide a route across the A3(M) and onwards to local schools. However, the gradient on approach from Glebe Park Avenue, as well as the need to cross Portsdown Hill Road does present some difficulties with this route.

Revised improvements have been proposed at Rusty Cutter roundabout as a result of the review undertaken by the applicant for sustainable access to the site. The main aim of the proposed improvements are to provide controlled crossing facilities to allow pedestrians and cyclists to cross the roundabout to Bedhampton Hill and to balance these requirements against the vehicle capacity needs of the junction. The proposals are shown in drawing 041.0023.014 Rev D and 041.0023.018 Rev A. The works proposed tie the site to the southern side of Rusty Cutter roundabout by a graded ramp from within the site. This then leads to the southern A3(M) northbound off-slip signals which are altered to provide controlled crossing facilities for pedestrians and cyclists. Pedestrians and cyclists are then taken across the circulatory carriageway again under signal control to the central refuge island where they can follow a shared use path around the junction to the southbound off-slip, again crossing under signal control to Bedhampton Hill. This will provide direct provision from the site to the improvements at Bedhampton Hill and onwards along Bedhampton Road.

There are two proposals for the scheme with relation to the works under the A3(M) bridge. The first as shown in drawing 041.0023.014 Rev D shows a 2.1m wide footway/cycle width under the bridge with cyclist dismount signs and utilises the existing width available with the existing kerb line. The second option shown in drawing 041.0023.018 Rev A shows a footway/cycleway width of 3m with narrowed lanes for vehicle traffic to 3.3m. The Highway Authority will require drawing 041.0023.018 Rev A to be secured within the agreement with the option to narrow the footway/cycleway width being considered acceptable in the detailed design stage should cyclist dismount signs be considered not to be required over a localised narrowing.

Proposals have also been put forward for shared use path provision on Bedhampton Hill from the Rusty Cutter Roundabout along the northern side of Bedhampton Hill crossing at a new refuge island at Maple Wood. These are shown in drawings 041.0023.010 Rev B. The principle of these improvements are agreed and subject to delivery via a s278 agreement, with the option for the a contribution to be provided in lieu of works.

The above improvements allow connection from the site to Bedhampton and Havant areas providing appropriate sustainable access to the site and key facilities.

All elements of the scheme have been subject to Stage 1 Road Safety Audit and the Highway Authority are satisfied that all matters can be suitably dealt with at the detailed design stage.

The Highway Authority notes aspirations to improve the Rusty Cutter roundabout, as part of the Transforming Cities Fund (TCF) bid. Successful submission of the bid would provide funding towards infrastructure projects within Havant and Portsmouth. Whilst the position is not committed, the outcome of this bid will not be known until February 2020 at the earliest. In this regard, the Highway Authority have agreed to secure the Rusty Cutter walking/cycling route and Bedhampton Hill improvements as S278 works within the S106 agreement, with a contribution value of £954,176 to be provided in lieu of the works should the bid be successful. If funding is secured via the TCF bid, HCC will implement the walking/cycling improvements, alongside a larger improvement scheme at the roundabout which is currently being designed. However, this mechanism also allows the applicant to deliver the works through a conventional S278 agreement with the Highway Authority.

On the basis of the above, a level of occupations on site are likely to take place before the works at the roundabout have been implemented. Further discussions have taken place between the Highway Authority and the applicant to discuss school travel for primary aged children during the initial absence of the walking/cycling route. During this time, travel to school will need to be funded by the applicant in the absence of a safe route to school from the site. A contribution value of £217,350 has been agreed by the applicant and will be secured within the S106 agreement, with any unspent monies returned based on the timescales associated with the TCF bid and the build out of the Rusty Cutter works.

Internal Site Layout

It is understood that the roads and footways relating to this are being put forward for adoption by the developer. As such, an assessment of the submitted drawings has been undertaken accordingly and amendments to the internal layout made.

However, it should be noted that these planning application consultee comments have been made utilising the plans submitted. With adoption required, the S38 process will still 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>.

Traffic Impact

Assessments have been undertaken at a number of nearby junctions including:

- Site Accesses
- Rusty Cutter Roundabout
- A27 Teardrop Junction
- Havant Road/Auriol Drive
- Havant Road/Bedhampton Hill

These junctions have been assessed at the recorded network peak hours of 7.30-8.30AM and 4.00-5.00PM. For all junctions the following scenarios have been modelled

- Baseline 2016
- Baseline 2023
- Baseline 2023 + Committed Development
- Baseline 2023 + Committed Development + 50% of Proposed Development
- Baseline 2028 + Committed Development
- Baseline 2028 + Committed Development + Proposed Development

A sensitivity test has also been undertaken to 2036 to understand the cumulative impact of the wider emerging Local Plan allocation which is considered necessary given the allocation of this site within the emerging local plan and current progression of the local plan evidence base yet to demonstrate the cumulative impact of development in the area.

Eastern and Western Site Accesses

The site accesses have been modelled in the 2023 and 2028 scenarios with committed and proposed development. A review of the modelling parameters has been undertaken on both modelled junctions.

A Junctions 9 model has been developed using a 3 Arm 'T' Junction, with the site access labelled as the minor arm. A CAD layout has not been provided for the junction. Geometric parameters have been checked by scaling the site layout plan (Drawing No. PL04A Proposed Site Layout Plan) in the TA to the CAD base and measuring from this. Whilst this method of inspection gives only an approximate result, the geometric parameters modelled are deemed to be sensible with the exception of the major carriageway width which has been significantly over-estimated, possibly by including the width ghost island arrangement in the calculation.

The site access road has previously been modelled as one lane but has since been updated to one lane plus flare which is in line with TRL guidance. The

geometry inputs for minor road are in accordance with scaled CAD plan measurements.

The AM and PM peak hours used in the model do not correspond to the TA report but will not have a material impact. The correct flows have been inputted into the model.

Rusty Cutter Roundabout

Revised junction modelling has been undertaken to address the comments raised by Highways England. The latest model takes account of the southern route around the roundabout and the resulting set back in the stop lines to facilitate the walking area.

Under the 2028 baselines + committed development + development traffic, the A3 NB Off Slip and Circulatory South are approaching/at capacity. The Highway Authority is aware of aspirations to improve capacity at the Rusty Cutter as part of the TCF bid. The larger improvement scheme will feed into the pedestrian/cycle improvements which will either be delivered or contributed towards by this development.

A27 Teardrop Junction

This junction falls under the jurisdiction of Highways England.

Havant Road/Auriol Drive

Overall the junction is forecast to be operating within practical capacity in all scenarios in both peak periods and therefore no improvements are sought at this junction.

Havant Road/Bedhampton Hill

Overall the junction is forecast to be operating within practical capacity in all scenarios in both peak periods and therefore no improvements are sought at this junction.

Travel Plan

Within the previous response it was recommended that the Travel Plan is updated to include the following:

- Provide a statement with respect to the developers policies on sustainable travel;
- Review objectives to ensure they are site-specific;
- Update accessibility map to show isochrones which cover the all services and facilities outlined in Table 2. The map would also benefit from cycle routes and cycling parking locations;
- Evidence of liaison with Public Transport providers should be provided;
- Further Census data analysis to present forecast trip purpose and destination;
- Reconsider Residential Travel Plan targets;

- Confirm that a travel survey will be undertaken for the Care Home upon occupation;
- Provide Travel Plan targets for the care home (it is acknowledged these will be focused on staff travel);
- Provide evidence that a steering group will be set up to support the TPC's;
- Provide further clarification with respect to Action Plans and ensure consistency with Travel Plan;
- Provide a recommended minimum response rate;
- Provide details with respect to the long term strategy for the Travel Plan;
- Reference to school travel information packs and targets
- Commits to HCC travel plan bond requirements.

All matters relating to the above have been dealt with within the revised travel plan dated January 2019. The travel plan is therefore agreed and shall be required to be secured through the S106 agreement along with the appropriate approval and monitoring fees as bond.

Measures within the travel plan include provision of school travel information packs for households with school aged children. These packs will be specifically targeted and encouraging sustainable travel choices to school and promoting the sustainable travel options available to the new residents.

Recommendation

The additional information suitably addresses all outstanding Highway matters relating to this application.

Therefore, the Highway Authority raises no objection to the application, subject to securing the following:

S106 Obligations

- Delivery of site access works via a S278 agreement, shown in principle in drawing numbers 041-0023-003 Rev G and 041-0023-004 Rev G, prior to commencement;
- Delivery of the ramp connection to the Rusty Cutter roundabout via a S278 agreement as detailed in drawing number 041.0023.013 Rev A prior to occupation;
- Delivery of a shared use connection from the development to Rectory Avenue and the eastern bus stop on Havant Road prior to occupation;
- A contribution of £954,176 towards the Rusty Cutter Southern Footway/Cycleway provision and Bedhampton Hill Footway/Cycleway works, as detailed in drawing numbers 041.0023.018 Rev A and 041.0023.010 Rev B to be provided in lieu of S278 works;
- Should further aspirations at the Rusty Cutter roundabout not be pursued, delivery of the southern walking route via a conventional S278 agreement with the Highway Authority;
- A contribution figure of £217,350 towards free school travel in the temporary absence of a safe route to school prior to commencement;

- Contribution of £2000 for provision of promotional material for the park and stride sites to be made prior to commencement;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to occupation; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan prior to occupation.

Conditions

- 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

- Details of:
 - a) The width, alignment, gradient and surface materials including all relevant horizontal and longitudinal cross sections showing existing and proposed levels;
 - b) The type of street lighting including calculations, contour illumination plans and means to reduce light pollution; and
 - c) The method of surface water drainage including local sustainable disposal.

Reason:

To ensure that the roads, footway, footpath, cycleway, street lighting and surface water drainage are constructed to an appropriate standard to serve the development.

- Prior to occupation of adjacent properties, the visibility splays hatched green on the approved plan should be provided. Nothing within the approved visibility splays shall exceed 1 metre above the level of the adjacent carriageway (including the land level and any walls, fences and vegetation). Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any Order revoking and re-enacting that Order) these visibility splays shall be maintained in accordance with the above details shown at all times.

Reason:

In the interest of highway safety.

- Any single garage shall measure a minimum of 3m by 6m internally and be constructed as such and made available for the parking of motor vehicles at all times.

Reason:

In the interest of highway safety.

- Any garage/carport which faces direct onto the highway shall be built at least 6 metres from the future highway boundary.

Reason:

To provide space in front of the garage to enable vehicles to wait off the highway whilst garage doors are open/closed and in the interest of highway safety.

I trust that the above is clear but I would ask you not to hesitate to contact Chris Hirst should you wish to discuss anything further.

Yours faithfully

Stuart Morton – Transport Team Leader