

MEMO

To: Tom Bell – Planning

From: Steven Flynn - Transport Planning

Date: 19/06/2018

Ref: APP/18/00450 (HavantBC)



Forty Acre Farm, Havant Road, Portsmouth

Following pre-application comments made in November 2017, a full application for 320 dwellings and 66 bed care home at Forty Acre Farm has been made. The site is contained within the Havant Borough Council area however the proposed new access is approximately 150m from the boundary with Portsmouth City Council's road network and therefore it is likely that the development will have some impact upon the roads and services in Portsmouth.

Access

Having considered the access arrangements at pre-application stage, I am satisfied that these remain suitable considering the traffic flows and road conditions. Equally, access arrangements for pedestrians and cyclists are proposed to be improved and are acceptable.

Accessibility

The Transport Assessment refers to many local services including shops, doctor's/dentist's surgeries and schools which would serve the development however almost all of these are located within the Portsmouth Authority boundary. Whilst future residents will not be able to attend Portsmouth schools, the nearest schools that could be attended by residents of this proposed development are in the Crookhorn/Widley and Bedhampton area. It has been confirmed that the proposed housing estate will be put into a catchment for primary age schools in Bedhampton, it is stated that this is just within the maximum acceptable walking distance of 2km as is advised in CIHT guidance. Whilst the walking route, despite proposing to improve it with a controlled facility, is unattractive and in all likelihood many pupils will be taken to school by car. As the route to school no longer passes through the Portsmouth road network, I would not wish to comment further on this point.

I would however note that the development would be in the catchment for a secondary school at Crookhorn. The likely route to travel to this site is via Rectory Avenue and Beverley Grove to Portsdown Hill Road and then Crookhorn Lane (all of these roads are wholly or partly within Portsmouth's highway network). The Transport Assessment has not assessed how these older school children are likely to travel to school, it is unlikely that many will utilise sustainable travel modes given the relatively limited infrastructure in place to support this; in particular the quality of walking/cycle routes between the site and Widley. I would therefore expect that a significant proportion of secondary age children will travel to school by car with the most likely route via residential roads.

With seemingly such a reliance on services within the Farlington and wider Portsmouth area, traffic associated with the site will certainly route through the Portsmouth network in order to use these services and access other key regional routes; I think it is naïve to assume all traffic will immediately join the Strategic Road Network (SRN) at Bedhampton in order to access the M27/A27 (westbound) or to travel into Portsmouth as is assumed by the travel to work distribution. Equally traffic heading toward Widley is unlikely to use the SRN and instead will cut through to Portsdown Hill Road (B2177) via the route detailed above. Whilst I am sure this happens to an extent already, the introduction of a further 300+ dwellings has the potential to exacerbate this issue. In my opinion, it is unlikely that vehicles wishing to travel westward, whether to Portsmouth or further afield, will do so via the A27 "Rusty Cutter" roundabout. They will instead use Havant Road and Eastern Road to access the A27 at Farlington given the distance is a mile less and is at least as fast during the AM peak. I would therefore dispute that even the revised "westwards" distribution

of 15% is far too conservative and therefore the subsequent assessment of junctions are not based on an accurate baseline.

Trip generation

Although it is for the relevant planning authority to agree the trip rates for the proposed development, I had previously suggested at pre-application stage that rather than use TRICS data, a count of the adjacent housing development "Westways" would provide a more accurate "real-world" picture of the likely trip rate. Unfortunately this was ignored and a TRICS output has been relied upon to inform the trip generation calculations; in my opinion the trip rates are too low considering the site is not in an overly sustainable location however the Planning authority have accepted the submitted trip rates and as such the impact of the development has been calculated using these values perhaps resulting in a level of trip generation higher than predicted should the development be permitted. I am comforted that a residential travel plan is to be secured however there should be interventions identified sufficient to reduce the trip rate associated with the site should it be found to be significantly higher than those rates used to inform the Transport Assessment.

Junction assessments at Havant Road/Lower Farlington Avenue and Havant Road/Eastern Road have not been carried out following the trip distribution exercise, which in my opinion was flawed. I cannot therefore be certain that the proposal will not have a material impact upon junctions on the Portsmouth highway network.

In summary, I am of the opinion that the assessment made in support of the development is flawed in places especially in its assumptions of how future residents will use the local network and the likely trip generation associated with the site. The site is not especially sustainable with many of the services relied upon not within a comfortable walking distance, this is especially the case with schools.

I hope this is helpful but should you wish to clarify any part of this review please do not hesitate to contact me.