



Hampshire County Council

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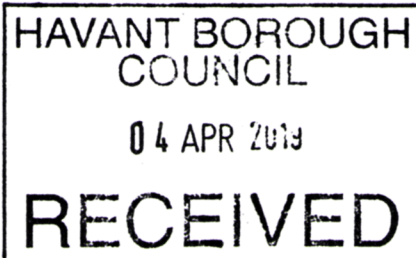
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Enquiries to

Chris Hirst

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Date

28th March 2019

My reference

6/3/13/198 (PA500)

Your reference

GEN/18/01160

Email

Chris.Hirst@hants.gov.uk

For the attention of Steve Weaver

Dear Sirs

Pre-Application advice for 120 apartments, Hulbert Road, Havant Development of 120 apartments for private rental and with some plots for self-build dwellings, with access from Hulbert Road.

Thank you for the opportunity to comment on the pre-application of the above site post submission of the scoping note provided by the applicant.

The scoping note relates to the development of 120 apartments West of Hulbert Road, Havant. While the scoping note provides limited detail on the development proposals, the comments below are based on the Highway Authority's understanding of the information presented to date.

This level of development proposal should be accompanied by a Transport Assessment which should fully assess the access to the site, the transport and highway impact of the proposed development, and identify suitable mitigation measures.

A Travel Plan will also need to be submitted, which should set out clear aims and objectives, and an action plan of measures to encourage sustainable transport choices to and from the site.

The applicant is engaged in the Highway Authorities Pre-Application service and the below response reflects our comments to date on the development proposals.

Site Access

There is an existing bellmouth access at the site onto Hulbert Road, the geometries of this access and its current usage have not been provided by the

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

applicant. Drawing number A096474-SK01 proposes to utilise the access while also implementing a new right turn lane into the site, with associated widening of the carriageway to achieve the relevant lane widths. Additional information is required however before any access proposal can be agreed. A topographic survey should be provided to confirm that the proposed visibility splays of 2.4m x 160m are achievable. The highway boundary should also be overlaid on the access drawing to confirm the widening and vis splays sit within the current extent of the highway and does not encroach on any 3rd party land. It should also be confirmed that the width of the access is sufficient for facilitating two-way vehicular flow into the site through the provision of tracking drawings.

The right turn lane has been proposed as a form of traffic calming with 85th percentile speeds of 49.2mph both northbound and southbound on Hulbert Road indicating speeds in excess of the posted 40mph speed limit along the road. It is currently unclear how the implementation of the right turn lane will reduce speeds on Hulbert Road. While this may slow southbound vehicles following those entering the right turn lane, it is unlikely to have any impact on northbound traffic. Further evidence is therefore required to demonstrate how the presence of the right turn lane will decrease vehicle speeds on Hulbert Road.

Due to the change in nature of the route through development of residential properties, the applicant should identify appropriate measures to reduce actual speeds along Hulbert Road to make sustainable access to the site safe and attractive to potential occupiers.

Cycle/Pedestrian works

There is currently no pedestrian/cycle provision on Hulbert Road between Asda roundabout and the Dunsbury Park roundabout. The scoping note outlines the plan to introduce a 3m wide shared use path between the southern boundary of the development site linking into the existing shared use footway at the ASDA roundabout, as shown on drawing no. A096474-SK02. The proposed connection is considered necessary by the Highway Authority to provide sustainable connectivity to the south. Further work will be needed however to establish the ecological implications of the works and whether a retaining feature will be required given the embankment to the south. No consideration has been given towards the lighting of this route which will need to be addressed given the current lack of provision on Hulbert Road.

There is no plan or mention within the scoping note for the provision of a combined footway and cycleway running north along Hulbert Road from the site access. This should be considered within the application as Dunsbury Park, a large developing employment area, is within walking and cycling distance from the site. In addition, given the recorded speeds on Hulbert Road, it could not be considered an attractive accessible route for commuter cyclists. Therefore, it is considered that the nature of the proposal and the undeveloped nature of the location, a combined footway/cycleway should be provided to connect the development and therefore promote sustainable travel from the site. The applicant should explore the delivery of a route to the north tying into the Dunsbury Park roundabout to reach the Dunsbury employment facilities. The applicant should be aware that Portsmouth City Council under

the obligations within the s106 agreement for the site are currently undertaking feasibility work to establish a route between the site and the A3(M) Hulbert Road roundabout which may include additional provision on the site access road the Dunsbury Park roundabout.

Trip Generation/Distribution

The trips rates presented in the scoping note were based on the consented development at Colt International in Havant. While these trips were considered robust based on the location and form of development, the proposed development on Hulbert Road is not in a similar location and clarification is therefore sought that the trip rates agreed for Colt are comparable to this site. To sensitivity test against these trips, the TRICS database should be consulted for a multi-modal trip rate for sites comparable to that proposed in the scoping note. Based on the modal share of residents who would travel to work by car for the local area (65% based on the information presented in table 3.2), vehicular trip rates should then be calculated from this figure to ensure the Colt trip rates are comparable.

The scoping note sets out that through an initial review of the census data for output areas 018A and 018B, that 85% of residents would travel South to work principally southbound using the A3(M), the remaining 15% would travel North to work also joining the A3(M) northbound. The Highway Authority are unable to agree the distribution proposals without additional information. Therefore, to clarify the proposed distribution, supporting outputs for the census data should be provided to the Highway Authority for review with a more detailed analysis of the census data set out by the applicant.

An initial review of route mapping software undertaken by the applicant has been undertaken to understand the likely routing of trips onto the A3M to local employment locations to the south. Journey times are outlined to be very similar when routing to the A3M through either Junction 3 to the north, or Junction 4 to the south during both on peak and off-peak times. It is set out that some southbound traffic from the site will travel north to junction 3 to travel south on the A3M. Whilst journey times may be demonstrated as similar, the distance increases and drivers would be travelling in the wrong direct. Therefore, in order for this assumption to be acceptable, further evidence would need to be provided to support this approach.

Accessibility

Nearby bus stops are identified in the scoping note, but no assessment has been carried out with regards to their accessibility nor the facilities provided at these locations. A full assessment of sustainable travel provision should be carried out within the TA, noting nearby facilities and the frequency of the services provided for both bus and rail travel.

Furthermore, a walking and cycling audit should be undertaken to ascertain whether there are any deficits in local infrastructure which could prevent sustainable travel to and from the site from being achieved.

Matters not Considered at this Pre-Application stage

It is noted that the following information has not been included within the scoping note:

- Scope of the relevant policies and their context;
- Scope of the area to be reviewed relating to Personal Injury Accident Data – PIA data should be gathered for the most recent 5-year period and analysed as part of the planning application;
- Analysis of distances to local key facilities;
- Confirmation on the future years to be modelled;
- Reference to a supporting travel plan;
- Details of relevant committed development;
- *Proposed traffic growth factors for future modelling years;*
- *Details on the junction modelling scope and requirements; and*
- Reference to parking standards and whether they will be adhered to.

Full consideration will need to be given to the above in the full transport assessment to ensure a comprehensive review of the transport implications of the development is undertaken.

I trust that the above is clear but do not hesitate to contact Chris Hirst if you wish to discuss this further on 01962 846877.

Yours sincerely



Ben Clifton
Team Leader - Highways Development Planning