

Kingscroft Farm, Havant: TA Additional Addendum

Ref: TW/BB/ITB15443-008B TN
Date: 25 June 2024

SECTION 1 Introduction

- 1.1.1 A planning application for 140 dwellings was submitted by Foreman Homes on 30th June 2022 (*Ref: APP/22/00669*) and was supported through the submission of a Transport Assessment and Travel Plan. It should be noted that, following the submission of the Transport Assessment, the application has subsequently been amended to reduce the number of dwellings at the site to up to 120.
- 1.1.2 In response to comments raised by Hampshire County Council (HCC) on the Transport Assessment, a Transport Assessment Addendum (TAA) was prepared and was submitted in December 2023. A further response was received from HCC in March 2024. Two further meetings with HCC have been held (on 25th April and 10th May) to discuss their latest consultation response and to agree an approach to address the matters raised.
- 1.1.3 The full HCC response is contained at **Appendix A**. This report provides the additional information and clarification requested by HCC to address their latest comments.

SECTION 2 Site Access Design and Section 278 Highway Works

2.1 Swept Path Analysis - Vehicle Tracking Speeds

- 2.1.1 In response to HCC's latest comments, all swept path analysis drawings have been updated to include confirmation that vehicle tracking has been undertaken at a minimum of 10mph. The updated swept path analysis drawings have been included to the rear of this report.

2.2 Site Access Design

- 2.2.1 HCC raised three specific matters relating to the design of the proposed site access arrangements:
 - 1 The stagger distance between the proposed Portsmouth Water access and the first access into the development would require a departure from standard.
 - 2 Forward visibility in accordance with a 20mph design speed (25m) needs to be provided on the inside of the bend in the first access junction into the development.

- 3 A refuse vehicle and fire tender rely on the opposite side of the carriageway to access the first access junction into the development. The radius of the junction needs to be amended to ease these movements (particularly the right-turning movement) and improve vehicle tracking.

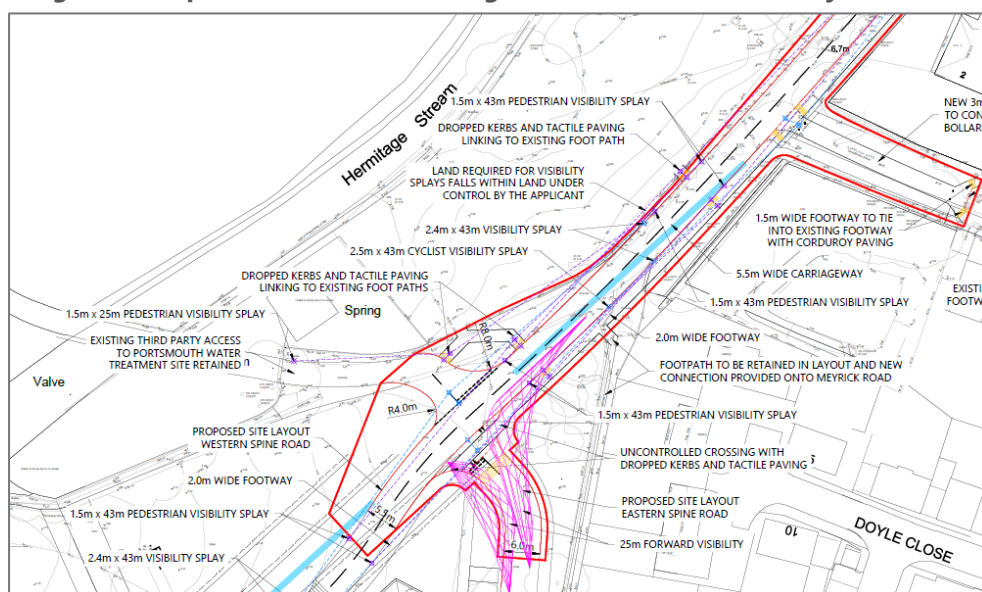
Portsmouth Water Depot and Access Junction Stagger Distance

- 2.2.2 The site access junction and Portsmouth Water Depot access has been designed to be a crossroads, with the centreline of the minor road sitting within the carriageway of the opposite priority junction. This is not a staggered junction but a crossroads.
- 2.2.3 As per HCC's latest TG2 guidance, the provision of a crossroads arrangement is permitted where the design speed of the minor arms is 20mph or less, which is the case for the proposed site access arrangements. As such, there is no need for a departure from standard. This matter has been discussed and agreed separately with HCC (**Appendix B**).
- 2.2.4 Notwithstanding this, the guidance in TG2 also permits the provision of a right-left staggered junction, subject to outcomes of vehicle tracking analysis. The clear differences in the land uses between the Portsmouth Water Depot and the proposed residential development are such that there would be no notable movement of vehicles between each land use. Vehicles would therefore not need to traverse the junction from minor arm to minor arm.

Forward Visibility

- 2.2.5 The site access design has been updated to include a 25m forward visibility splay around the inside of the first site side-road junction. The updated drawing is shown as i-Transport drawing no. **ITB15443-GA-001M**, an extract of which is shown as **Image 2.1**.

Image 2.1: Proposed Site Access Arrangements – Forward Visibility



Vehicle Tracking and Access Design Amendments

2.2.6 The access has been designed in accordance with HCC guidance in TG2 and this is agreed with HCC. The access arrangements would comprise a simple priority junction between two secondary streets (see **Image 2.2**).

Image 2.2: Vehicle Tracking Guidance – HCC TG2

Location	Route type	Typical vehicles to be tracked
At tight horizontal curves	Primary street	- Buses (D) in opposing directions if likely to be a bus route - Articulated lorry (A) in opposing directions
	Secondary street	- Buses (D) in opposing directions only if route is a bus route - Car (C) and 4.6T light van (G) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary street	- Cars (C) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
At simple priority junctions (the widths of the carriageways local to the junction may need to be increased to accommodate the vehicles)	Primary to Primary street	- Car (C) and 4.6T light van (G) in opposing directions - Bus (D) separately if likely to be a bus route - Refuse vehicle (E) separately - Fire appliance (H) separately
	Secondary to Primary street	- Car (C) and 4.6T light van (G) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary to Primary street	- Car (C) and 4.6T light van (G) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Secondary to Secondary street	- Car (C) and 4.6T light van (G) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary to Secondary street	- Car (C) and 4.6T light van (G) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately
	Tertiary to Tertiary street	- Cars (C) in opposing directions - Refuse vehicle (E) separately - Fire appliance (H) separately

Source: Extract from Page 11 of HCC's TG2 Guidance Document

2.2.7 With respect to TG2 guidance, the necessary vehicle tracking analysis required would comprise:

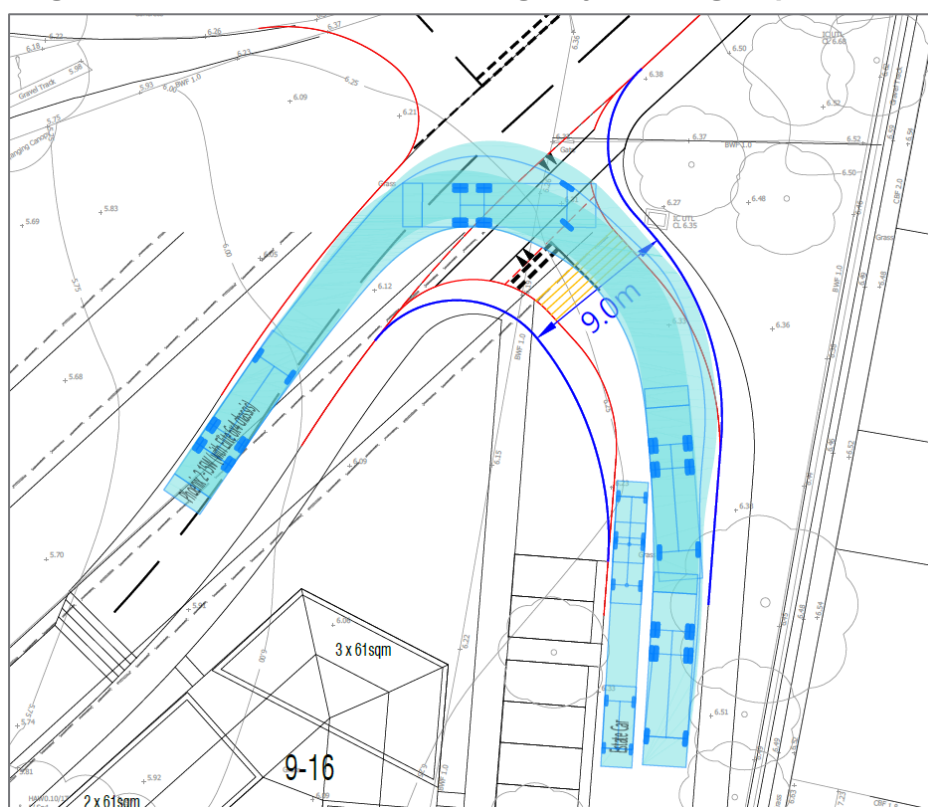
- A refuse vehicle and fire tender being tracked separately at the junction, i.e. no requirement for a refuse vehicle or fire tender to be able to pass another vehicle at the junction; and
- A car and a goods van to be tracked simultaneously.

2.2.8 This vehicle tracking analysis has already been undertaken and has been shared with HCC. The drawings are shown as i-Transport drawing no. **ITB15443-GA-012B**, **GA-013B** and **GA-014B** respectively, which are included to rear of this report.

2.2.9 Whilst it is necessary for the refuse vehicle and fire tender to utilise both sides of the roads when accessing/egressing the junction, this is commonplace at residential junctions and is permitted by the guidance in Paragraph 3.2.12 of HCC TG2 provided there is adequate forward visibility at the junction. In this instance, adequate forward visibility is provided, demonstrated on Drawing **ITB15443-GA-001M**.

2.2.10 With reference to the above, there is no need to amend the design further to accommodate for the movements of the weekly refuse collection vehicle or emergency vehicles. To do so (**Image 2.3**) would be contrary to HCC guidance in TG2 and would require significant widening of the carriageway (to c. 9.0m), resulting in an arrangement that would be inappropriate for a residential environment, would encourage higher vehicle speeds and would be poor for pedestrian use. This matter has also been discussed and agreed separately with HCC (**Appendix B**).

Image 2.3: Illustration of Excessive Carriageway Widening Required to Ease Vehicle Tracking



Source: Extract of i-Transport drawing no. **ITB15433-SK-004**

2.3 Environment Agency Flood Relief Culvert

2.3.1 HCC notes that the proposed site access arrangement will be constructed on top of an existing Environment Agency Flood Relief Culvert. The proposed site access drawing has therefore been updated to overlay the existing culvert on the proposed site access arrangements.

2.3.2 Ardent Consulting Engineers, who are the appointed flood risk and drainage consultants, have prepared a technical note which details their discussions to date with the Environment Agency (EA) on the culvert. The technical note is included as **Appendix C**.

2.3.3 The Ardent note presents two engineering options to protect the EA culvert, summarised as:

- 1 Raising the road level to increase cover over the culvert; or
- 2 Providing a reinforced concrete slab beneath the road over the length of the culvert crossing (which is c. 55m in length).

2.3.4 Liaison with the EA has confirmed that either option to access over the culvert is acceptable in principle and would not interfere with the EA's asset. The EA's preference would be option 1 (raising the road levels) as this would ensure that access to the culvert is easier for repair or replacement and this is also the preference of the applicant. This can be conditioned on the planning permission.

2.3.5 Of significance to HCC is that the Ardent note confirms that (in either option) the road will be designed to adoptable standards (i.e. sufficient cover above any slab / standard processes across the network) and would therefore not materially impact on HCC's liability or maintenance requirements. As such, there should be no issue with the road being adopted by HCC if adoption were to be pursued. That would be a matter to be considered during a Section 38 process post consent.

2.4 **Ranelagh Road Connection**

2.4.1 The applicant is committed to delivering a pedestrian / cycle connection from Meyrick Road to Ranelagh Road, incorporating a modal filter, as demonstrated on drawing no. **ITB15443-GA-001M**.

2.4.2 Meyrick Road is owned by Portsmouth Water (Title Plan provided at **Image 2.4**) whilst the initial section of Ranelagh Road immediately east of Meyrick Road is unregistered land (albeit Portsmouth Water continue to assert ownership of this land and has provided a Statutory Declaration to that effect).

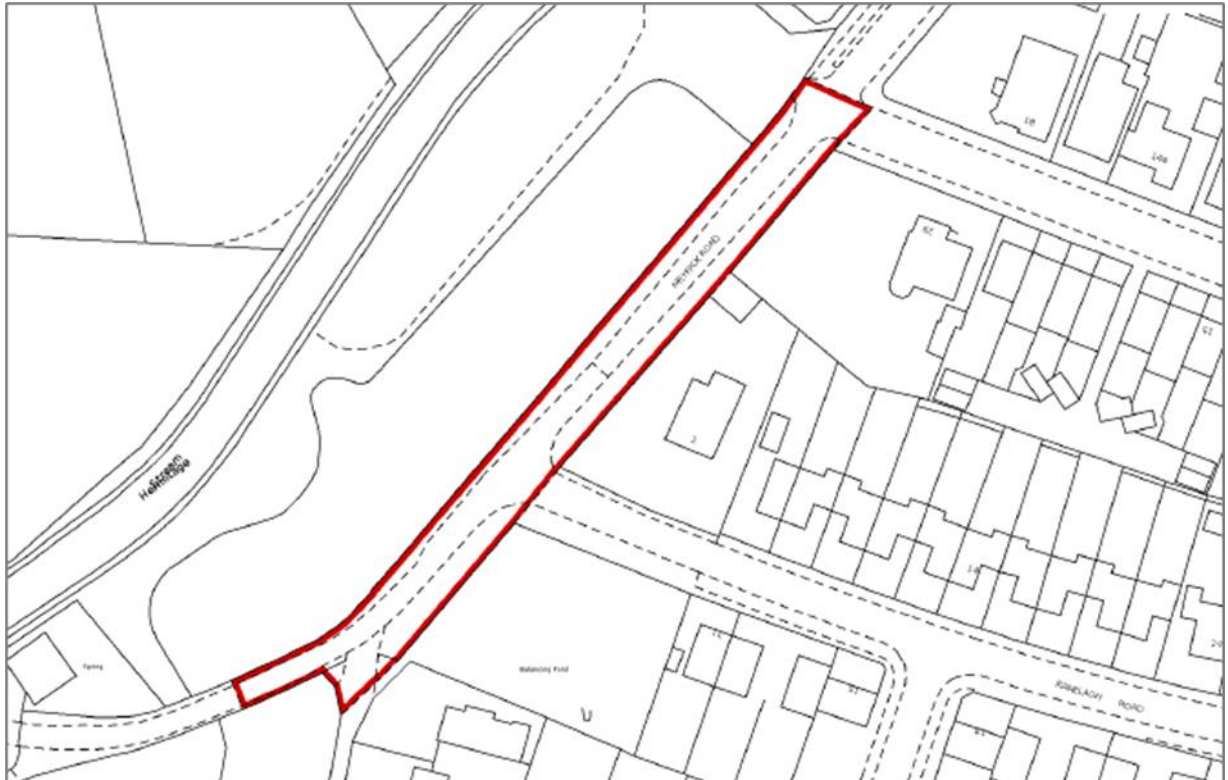
2.4.3 Therefore, it has been agreed with HCC that the works to Ranelagh Road would be delivered under a Section 228 Agreement, which is a provision of the 1980 Highways Act that allows the making up (as highway) of unregistered land.

2.4.4 The applicant remains committed to proceeding with the Section 228 process to ensure that the proposed S278 highway improvements can be delivered onto Ranelagh Road. The scope of the works to Ranelagh Road are agreed with HCC. However, the Section 228 process is separate to the planning process and therefore its outcome cannot be assured.

Fallback Scheme

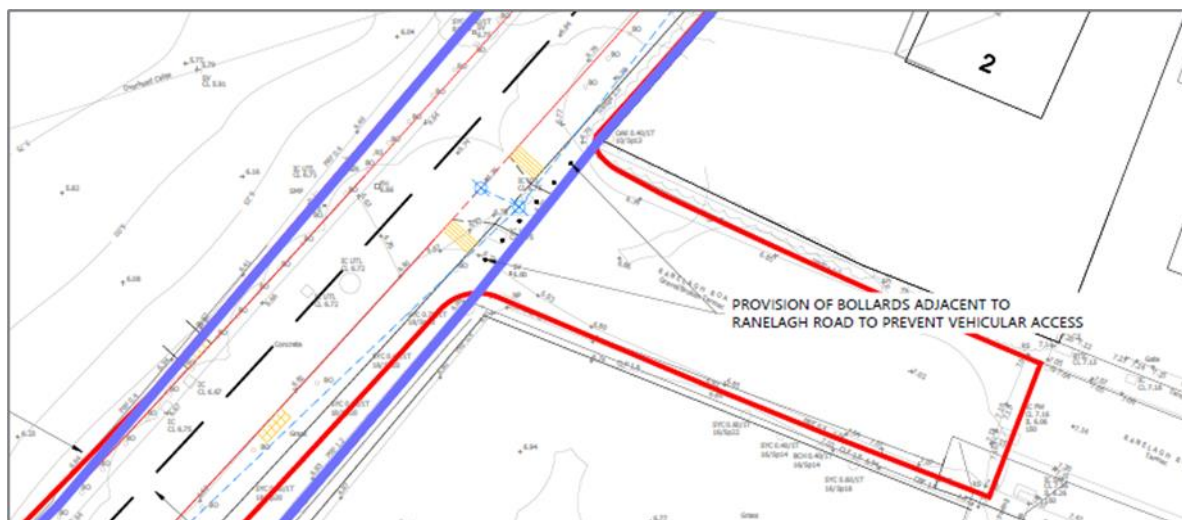
- 2.4.5 As such, an alternative 'fallback' position to secure the necessary amendments to Ranelagh Road without the need for the s228 process to be concluded has been considered. This alternative arrangement has been prepared through review of Portsmouth Water's land title on Meyrick Road, an extract of which is shown as **Image 2.4**.

Image 2.4: Portsmouth Water's Land Title on Meyrick Road



- 2.4.6 The alternative Ranelagh Road 'fallback' position is shown on i-Transport drawing no. **ITB15443-GA-021**, an extract of which is shown as **Image 2.5**. This comprises the provision of bollard restrictions across Ranelagh Road to prohibit vehicular access, located within the Portsmouth Water Title and would have the effect of providing an ongoing active travel connection, but without relying on works to the unregistered section of the road.

Image 2.5: Ranelagh Road 'fallback' Position



Source: Extract of i-Transport drawing no. **ITB15443-GA-021**

2.4.7 The 'fallback' option achieves the key aims of the s228 scheme in that:

- i The closure of Ranelagh Road to vehicle traffic – through the implementation of bollards on land which is within PW's ownership.
- ii The continued access along Ranelagh Road for non-motorised users – again, through the implementation of bollards on land which is within PW's ownership.

2.4.8 Furthermore, HCC has advised that their Public Rights of Way team are confident that public access rights for non-motorised users could be demonstrated along Ranelagh Road in any event. This would result in Ranelagh Road being established as a Public Right of Way (and therefore highway) and would mean any resurfacing works could be authorised accordingly.

2.4.9 On this basis, an acceptable arrangement to Ranelagh Road can be secured by the proposal.

2.5 Off-site Section 278 Highway Works

2.5.1 As agreed with HCC, the following works will be secured through a Section 278 agreement:

- 1 A refuge island crossing at Brunswick Gardens, and associated realignment of the existing Brunswick Gardens priority junction – shown on drawing no. **ITB15443-GA-008A**.
- 2 Pedestrian crossing improvements along New Road, within the vicinity of Ingledene Close – shown on drawing no. **ITB15443-GA-017**.
- 3 A new uncontrolled pedestrian crossing point, with dropped kerbs and tactile paving, along West Street – shown on drawing no. **ITB15443-GA-009B**.

- 4 Pedestrian and cycle infrastructure improvements on Ridgway, including a connection into the site at the existing PROW no. 35 and wayfinding provision along Ridgway – as shown on drawing no. **ITB15443-GA-018A**.

Refuge Island Crossing - Brunswick Gardens

2.5.2 The design of the proposed refuge island crossing has been amended to:

- i Increase the width of the proposed refuge island to 2.2m.
- ii Present the existing lane widths along Bedhampton Road.
- iii Demonstrate maximum achievable pedestrians' visibility splays from the proposed crossing.
- iv Realign the existing Brunswick Garden priority junction by amending the western kerb line.

2.5.3 Vehicle tracking analysis of a large refuse vehicle access/egressing Brunswick Gardens has been undertaken. The tracking analysis is presented as drawing no. **ITB15443-GA-016** and confirms that a refuse vehicle can safely access/egress the realigned junction.

Stage 1 Road Safety Audit

2.5.4 An independent Stage 1 Road Safety Audit of the proposed highway works has been undertaken and all matters raised through the Audit have been addressed. A Design Team response is provided in accordance with Appendix F format of DMRB GG119 and as **Appendix D**. In response to the audit:

- It has been confirmed that the existing vegetation along Ridgway will be cut back to the highway boundary to ensure appropriate visibility is achievable for users of the new pedestrian/cycle connection into the site at PROW No. 35.
- Swept path analysis has been undertaken of a bus to demonstrate the realignment of the Brunswick Gardens junction does not impact on the ability for a bus to safely access/egress the bus stop. This swept path analysis is shown on drawing no. **ITB15443-GA-022**.
- Reflective bollards have been incorporated at the proposed uncontrolled crossing over West Street.

2.5.5 On this basis, the RSA does not raise any unresolved safety concerns.

2.6 Internal Site Layout

2.6.1 HCC's latest consultation response provided commentary on the internal site layout and the need to consider the provision of footways within the site to ensure pedestrian permeability.

2.6.2 As discussed with HCC at the most recent meeting (10th May 2024) the application seeks consent in outline and therefore matters of the internal site layout are not for determination at this stage. It was therefore agreed with HCC that these matters will be addressed at the Reserved Matters stage.

SECTION 3 Section 106 Improvements and Contributions

3.1 **Potential Improvements – Brockhampton Road / Solent Road / Marples Way**

- 3.1.1 A schematic design option to upgrade the existing footways around each arm of the Brockhampton Road / Solent Road / Marples Way roundabout and along Solent Road was presented within the previously submitted TAA. The schematic improvement scheme is shown on drawing no. **ITB15443-GA-010A**. The principles of the scheme have been agreed with HCC.
- 3.1.2 Notwithstanding this, as requested by HCC in their latest consultation response, swept path analysis of a max legal articulated lorry and a 10m rigid vehicle using the schematic improvement scheme at the roundabout has been undertaken and is presented as drawing no. **ITB15443-GA-019**. The tracking has been undertaken at a minimum of 10mph and confirms that an HGV can safely undertake all necessary movements at the junction.
- 3.1.3 As set out within the previously submitted TAA, the applicant is prepared to provide a reasonable proportionate contribution towards the delivery of this improvement scheme.

3.2 **Further Identified Improvements**

- 3.2.1 The TA and TAA presented the results of a comprehensive Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) of the local highway network. The WCHAR identified the following deficits to the existing crossing provision along routes within the vicinity of the site:
- i There is no tactile paving present at the Meyrick Road / West Street priority junction.
 - ii There is no tactile paving present at the West Street / Palk Road junction.
 - iii There is no tactile paving at the existing crossing of New Road towards Ingledene Close.
 - iv There is an opportunity to deliver a refuge island crossing adjacent to Brunswick Gardens.
 - v There is an opportunity to provide an uncontrolled pedestrian crossing across West Street.
 - vi There is no crossing facility between Solent Road and Marples Way.
 - vii There is no crossing facility at the Ridgway and Marples Way priority junction.
- 3.2.2 It has been agreed with HCC that points iii, iv and v will be delivered under Section 278 works. The detail of these works is set out in Section 2.5 of this additional TAA.
- 3.2.3 Furthermore, the applicant has agreed to provide a proportionate contribution towards rectifying the remaining deficits identified on the local highway network, i.e. points i, ii, vi and vii. This can be secured within the Section 106.

3.2.4 The identified improvements are shown on the following drawings:

- Meyrick Road / West Street priority junction (Point i) – **ITB15443-GA-020**.
- West Street / Palk Road priority junction (Point ii) – **ITB15443-GA-020**.
- New Road crossing towards Ingledene Close (Point iii) – **ITB15443-GA-017**.
- Solent Road towards Marples Way (Point vi) – **ITB15443-GA-010A**.
- Ridgway / Marples Way priority junction (Point vii) – **ITB15443-GA-020**.

3.3 **Section 106 Contributions**

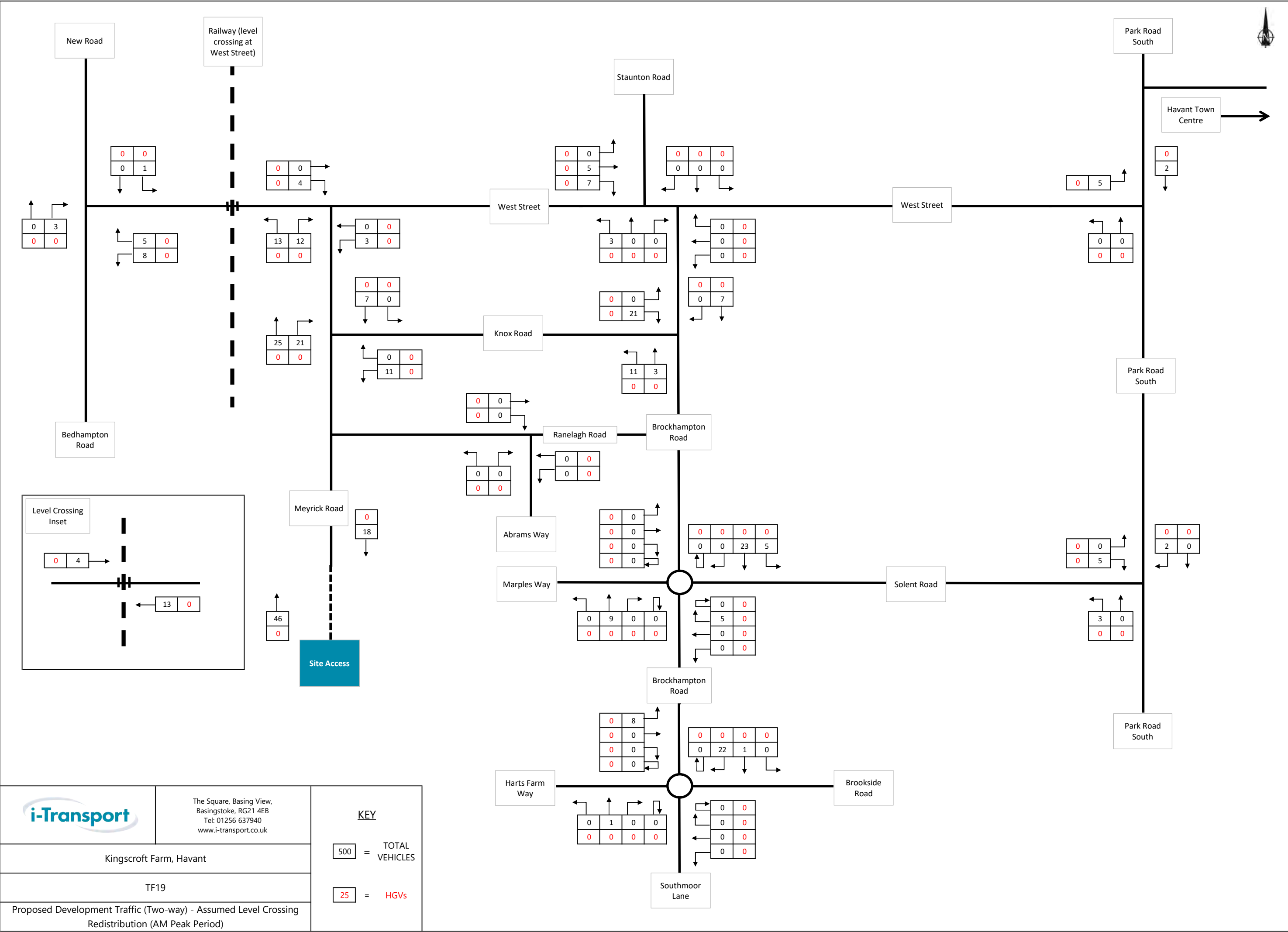
3.3.1 The applicant is prepared to provide a fair and proportionate contribution towards the delivery of the improvement scheme at the Brockhampton Road / Solent Road / Marples Way roundabout, as well as towards improving the existing pedestrian infrastructure on the local highway network and addressing parking concerns on local roads. Discussions will be concluded with HCC on an appropriate contribution which will thereafter be secured within the Section 106 Agreement.

SECTION 4 Traffic Impacts

4.1 **West Street Level Crossing – Revised Junction Modelling**

- 4.1.1 At the request of HCC, it can be confirmed that the sensitivity test modelling at the Brockhampton Road / Solent Road / Marples Way roundabout and at the Brockhampton Road / Brookside Road / Southmoor Lane / Harts Farm Way roundabout has been undertaken on the basis of the development traffic flows presented in **TF19** and **TF20**, which show the potential impact of any development traffic rerouting to avoid the West Street level crossing.
- 4.1.2 The traffic flow diagrams have been presented to HCC as part of recent discussions on the application and it has been agreed that no further junction modelling is therefore required. The traffic flow diagrams are contained to the rear of this additional TAA for ease of reference.

FIGURES

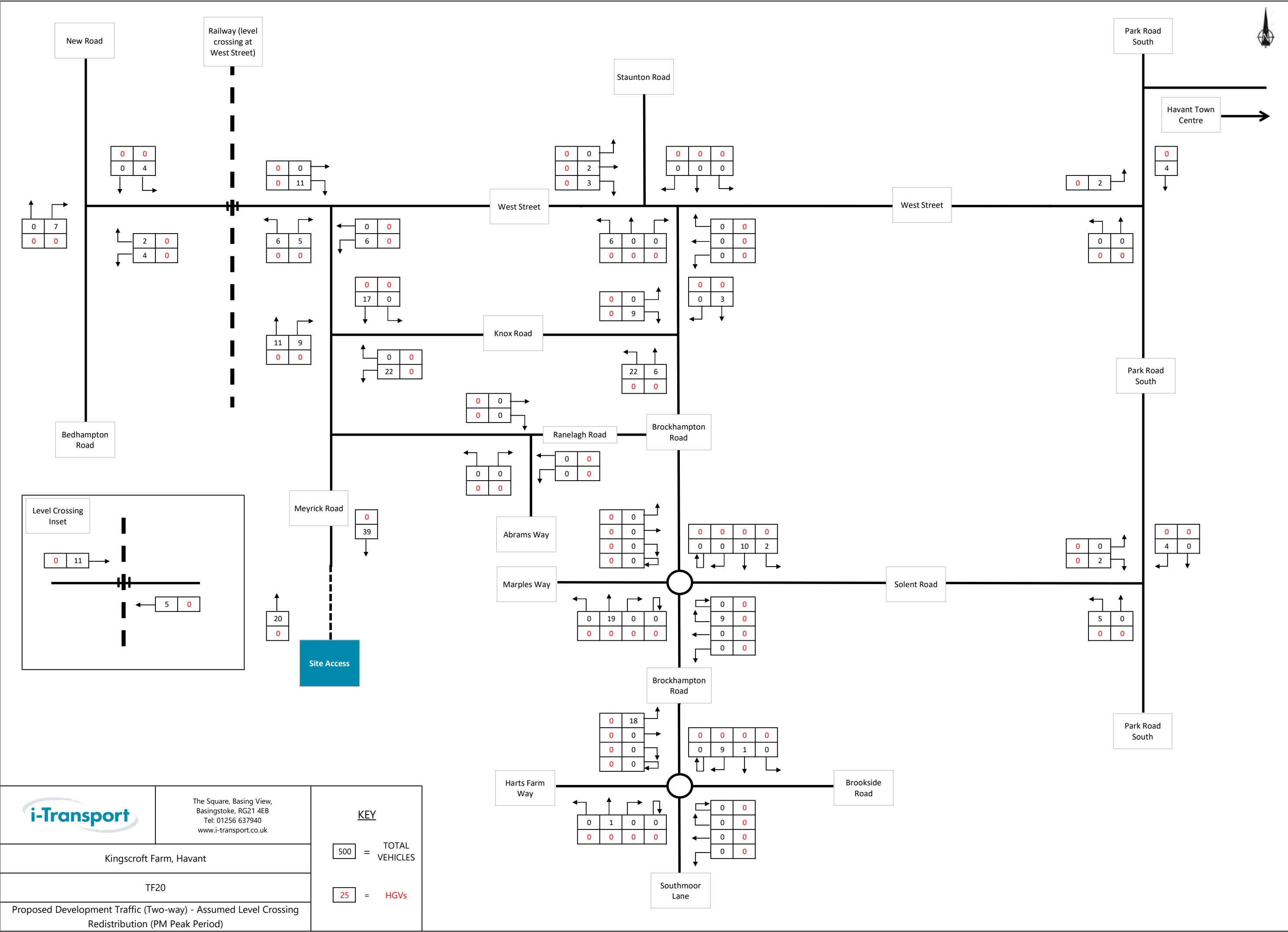


The Square, Basing View,
Basingstoke, RG21 4EB
Tel: 01256 637940
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Kingscroft Farm, Havant

TF19

Proposed Development Traffic (Two-way) - Assumed Level Crossing
Redistribution (AM Peak Period)



The Square, Basing View,
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Kingscroft Farm, Havant

TF20

Proposed Development Traffic (Two-way) - Assumed Level Crossing
Redistribution (PM Peak Period)