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Date 28 July 2022

My reference 046409
Your reference APP/20/00658
Email havantdc@hants.gov.uk

Dear Sir,

Proposed Development site (former Electricity Board site), Bartons Road, Havant

Proposed development of 175 apartments together with associated access, parking and landscaping

Thank you for the consultation on the above full planning application. The amended information submitted relevant to the Highway Authority includes:

- Transport Assessment
- Travel Plan
- Drawing submitted to the Planning Portal dated 6th June 2022

The Highway Authority note that this application has changed. The development proposal was initially for two drive-through fast food restaurants as well as 191 apartments. Following post-submission discussion with the Highway Authority regarding transport implications of this initial proposed development, particularly the impact of the two drive-through restaurants. As such, the amended proposals are now entirely residential (175 apartments) with the drive-through elements removed and the land on which those elements sat remaining vacant within the development site, potentially for further development in the future, subject to further planning approvals etc.

Current Site Conditions

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The proposed development site is currently vacant but has previously been utilised by SSE and has a current permission for 2250sqm office space. The site was cleared under prior approval reference APP/16/00940.

The site is allocated in Havant Borough Council's Local Plan Allocations SPD . Within the adopted local plan housing SPD the site is allocated under policy L145 for 90 dwellings. Whilst there have been other iterations of allocation arrangement within the drafting of the (now withdrawn) local emerging local plan the current allocation is as set out with the adopted SPD.

Current access to the site is via a vehicle crossover. Under the existing permitted use and based on a TRICs assessment for that use would cater for 40 trips in the AM peak and 37 in the PM peak and 316 movements per a working day.

The access also serves Havant Football Club for servicing and some parking. The access currently crosses and utilises the same vehicle crossover as the office use.

In the vicinity of the proposed site access there are accesses via simple priority junctions to the northwest and east via Knightwood Avenue and Moorgreen Road. 50m to the west of the existing access is the signal-controlled junction of Bartons Road and B2149 Petersfield Road. Funding has been secured through the Campfield development further east on Bartons Road to extend the left turn lane on the Bartons Road approach to the junction to 28m to aid with capacity at the junction as a result of development. This has been assumed as the base scenario for assessment of this application.

Personal Injury Accident (PIA) data

The applicant has provided accident data for a five-year period from 1st September 2015 – 31st August 2020. The Highway Authority require a review of the most recent 5-year data from Hampshire Constabulary records, this data is currently over a year out of date. The Highway Authority have therefore checked their own records including a review of the history for the last 20 years to cover when the site would have been operational as office use. The Highway Authority hold data to the latest period of June 2021, and this shows no accidents in the vicinity on Bartons Road that are related to the proposed access. The Highway Authority also agree that there is no clear accident pattern in the recent 5-year period which would be exacerbated by the proposed development.

Pedestrian and Cycle Access

As requested within our previous response, a WCHAR has been undertaken by the applicant to assess the non-motorised user infrastructure around the site and identified any deficits which would impact on the proposed development.

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Walking distances from the site have been set against distances set out within the National Travel Survey, however the Highway Authority consider that the distances set out within the CIHT Providing for Journeys on Foot (2000) have not been superseded and therefore sustainability of the site should be assessed against walking distances set out in table 3.2 of that document. Having considered the distances to key services from the site against these criteria the conclusions drawn within the TA are accepted.

Four issues were identified by the WCHAR assessment and these were:

- Missing footway provision on Martin Road between the proposed emergency access and the B2149 segregated footway/cycleway.
- Lack of formal crossing at Knightwood Avenue
- Missing shared use path provision between Petersfield Road and the Martin Road junction
- Petersfield Road/Bartons Road junction has a lack of controlled crossing facility on the Bartons Road arm.

The applicant has proposed a number of measures to address the deficits identified above. These are shown in the drawings appended to the TA in Appendix 6 including drawing 106.0019.007 Rev J, 106.0019.009 Rev B, 106.0019.010 Rev A. These are:

- Provision of a shared use path on the southern side of Bartons Road from Petersfield Road to Martins Road.
- Provision of a controlled LTN 1/20 compliant crossing on the Bartons Road arm at the signals of Bartons Road/Petersfield Road in accordance with the emerging strategy for the NCN22 corridor by Sustrans
- Pedestrian/Cycle connection from the site to Martins Road with a shared use connection to Petersfield Road.
- Provision of a formal uncontrolled crossing point on Knightwood Avenue.

The principle of these works is agreed and should be delivered as part of the package of S278 works for the site and secured through condition for delivery prior to occupation.

Bus Services

The nearest bus services are accessed from St Albans Road north of Liam Close. These are within an acceptable walking distance from the site. The bus stops are simple flag style stops with raised kerbs for to aid access. There is insufficient room to provide any shelter provision to the southbound stop and whilst the northbound stop could accommodate a shelter given the wider provision of improvements proposed by

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the development to Barton's Road these are not considered to be necessary to make the development acceptable in planning terms. The proximity of the bus stops and frequency of service is also likely to reduce wait times.

Rail Services

Havant Station is located 1.6km to the south of the site and is easily accessible via the NCN22 route or alternatively via New Lane for both pedestrians and cyclists.

Internal Layout

The revised application has seen the removal of the Martin's Road access for vehicle traffic which addresses the concerns relating to the provision of a through route for motorised vehicles via the internal link road. The connection remains for provision for emergency vehicles, pedestrians and cyclists.

Due to the nature of the internal layout, it would not present an opportunity for adoption of the internal road network. Comments have been provided to the applicant in relation to the internal layout, which includes comments relating to visibility requirements around pedestrian crossing points and tracking of the internal layout. We have advised that visibility for crossings should be in accordance with MfS to ensure pedestrian safety. The Highway Authority were primarily concerned that the main north south route could be used for wider pedestrian movements than those living within the new development. It is therefore considered that crossings on this route should have visibility in accordance with TG3. Drawing 106.0019.303 Rev C has been submitted making changes to the parking arrangements to accommodate the required 1.5m by 25m visibility required for a design speed of 20mph on all crossings providing the through route. This is considered acceptable.

A revised drawing has been provided reference 106.0019.301 Rev B demonstrating changes to the internal layout in order to meet this requirement and address concerns relating to tracking of a refuge vehicle. This is now considered acceptable given that appropriate forward visibility for a 20mph design speed around the bend can also be achieved as shown in drawing 106.0019.302 Rev B.

The north south route through the site should have appropriate provision for members of the public to pass and repass both for pedestrians and cyclists as the route creates an alternative connection to NCN22 and increases permeability of the wider area.

Car Parking

Car parking and cycle parking is proposed in accordance with Havant Borough Councils Adopted Parking Strategy and therefore it would be considered to not result in the risk of overspill parking on the Highway network. It should be noted that agreement on the parking strategy for the site sits with Havant Borough Council as the Parking Authority.

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The Highway Authority have raised concerns that the car parking spaces at the end of the aisles would not be accessible in both a forward and reverse gear, due to the lack of overhang space at the end of the aisle. This may make spaces difficult to access as a result, although noted that the isle width is sufficient to make a full turning manoeuvre.

Servicing Arrangements

The tracking for a refuse vehicle and the amendments to design have been covered elsewhere within the response. The Highway Authority are now satisfied that amendments to the refuse collection point and car park arrangement mean access for deliveries and service vehicles is now acceptable.

Proposed Access

The amended development proposal will be accessed from Bartons Road in the same location as the existing vehicle cross over access which served the former SSE offices. The existing junction is proposed to be upgraded to a ghost-island right turn lane junction, providing capacity for three vehicles. This ensures that vehicles turning right will not block eastbound traffic on Bartons Road.

The Highway Authority have previously raised a number of concerns in relation to the initial proposed layout, how the junction arrangements would operate in practice and the proximity of the proposed junction to both Knightwood Avenue and the signal junction with Petersfield Road. These matters were considered significant due to the traffic volumes and nature of the previously proposed use to include two drive through restaurants. With the change in nature of the application the Highway Authority consider that the risk relating to these concerns is significantly reduced as traffic volumes and peak hour movements are substantially different, this shall be covered in more detail further within this response.

The design has been subject to a number of iterations to resolve the geometric concerns and to balance the needs of all users in the area. The scheme has been subject to Road Safety Audit and the latest safety audit is covered in detail within the TA. A number of points were raised and shall be discussed in more detail here.

Firstly point 3.3.1 of the Audit Report relates to the stagger distance between Knightwood Avenue and the proposed access being less than the recommended distance set out within CD123 para 2.24 of a minimum of 50m. The problem has not been accepted by the design team. The achievable distance is 37m and the applicant has set out a number of reasons within the TA for why this would not create an inherent safety issue at the junction. It is also agreed with the Highway Authority that for the development proposals in the current form and the nature of Bartons Road along with the recorded 85th percentile speeds of a maximum 32.8mph that Manual for Streets is an appropriate design standard to work with. This would therefore require that the tracking of necessary movements can be undertaken without causing conflict to any

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other road users. The design has been reviewed in detail and it is considered that the principle of what is shown is appropriate with regard to this point. At the S278 stage however a formal exemption report would need to be submitted and approved by the Highway Authority in relation to this matter. This is a key reason for why the obligation for the site access works must include prior to commencement obligations.

Problem 3.4.1 of the audit report and point 3.4.2 are also not accepted by the design team and the Highway Authority are again minded accepting the justification for the issues raised as the proposed works are a betterment on the existing informal arrangement and maintenance of visibility splays is within the gift of the Highway Authority to control, if necessary, through powers within the Highway Act 1980. Again, these items would require a formal exemption report to the safety audit to be processed as part of the S278 submission.

All other matters raised within the safety audit have been accepted by the design team and shall be addressed at the detailed design stage for the scheme. This is agreed to be acceptable.

Tracking has been provided within Appendix F of the TA and drawings 106.0019.100 Rev F, 106.0019.101 Rev F, 106.0019.102 Rev F and 106.0019.103 Rev E. These demonstrate that the site can be accessed safely by vehicles and the amended design does not have an adverse impact on access to Knightwood Avenue.

The access proposals are shown in drawing 106.0019.007 Rev J and represents an arrangement which the Highway Authority do not raise an objection to.

In order to facilitate the new bellmouth access to the site the Havant and Waterlooville football club access is proposed to be aligned away from the junction bellmouth itself and to meet the access road just to the south of the junction (at least 10m south). This is considered acceptable but does rely on agreement from the 3rd party landowner. The realignment of this access should be appropriately conditioned as a requirement of the development as the proposed access strategy would not be acceptable if the existing football club access remained as existing.

Traffic Surveys

A number of traffic surveys have been undertaken to inform the assessment of the proposed development; these include utilising the surveys undertaken for the Land West of the Crematorium site (reference APP/19/0007) as a result of further surveys being restricted due to COVID 19. The provided survey data for the Petersfield Road/Bartons Road junction from March 2018 pre-pandemic.

Saturday flows have also been provided for this junction as a result of the proposed previous use. No further comments given the purely residential nature of the

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application now are needed from the Highway Authority in relation to this traffic data or Saturday assessment.

Traffic surveys were also undertaken at the Knightwood Avenue junction because of concerns relating to the operation of the proposed road layout given the proximity of this junction to the proposed and the signal-controlled junction with Petersfield Road. Turning counts were therefore undertaken during both the weekday and weekend peak periods in May 2021.

Committed Development

The following sites have been considered as committed development and the operation levels of these developments have been taken from the Camp Field application which is considered acceptable.

- Linden Homes Land North Bartons Road Development Site
- Land South of Bartons Road Development Site
- Land West of Havant Crematorium

It is noted that the Colt International site which is currently under development has not been considered as committed, nor has the Southleigh Road site. This is because these sites are brownfield development and are not considered to generate more peak hour traffic than the existing uses, they are therefore considered to be appropriately accounted for within the TEMPRO growth factors for the area.

Background Traffic Growth

TEMPRO growth factors have been assumed to both factor up the 2018 traffic surveys and to growth traffic existing traffic appropriately to the 2025 forecast year. These rates are considered acceptable and agreed.

Trip Rates

Trip rates have been calculated for the site using the TRICs database. Trip rates have been calculated for the proposed residential use and the existing use. These are set out below:

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Existing Use (2250sqm Office Space)						
	Arrival	Dept.	Total	Arrival	Dept.	Total
Trip Rates	1.648	0.145	1.793	0.206	1.425	1.631
Trip Generation	37	3	40	5	32	37
	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		

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Proposed Use (175 Apartments)						
	Arrival	Dept.	Total	Arrival	Dept.	Total
Trip Rates	0.066	0.197	0.263	0.170	0.101	0.271
Trip Generation	12	34	46	30	18	47
Difference In Trips	-25	+31	+6	+25	-14	+10

The above table suggests that redeveloping the site into 175 apartments will lead to an increase of 6 trips in the AM Peak and 10 trips in the PM peak. However the site has been cleared for some time and the current extant permission trips are not present on the network, as well as alternative distribution patterns and therefore for the purpose of assessment all new trips are considered as new.

Existing trip generation has also not influenced the need for amendments to the existing access and pedestrian and cycle trips due to the change in nature of the site.

Distribution

The trips generated by the proposed development have been distributed according to the 2011 Census journey to work data and this has been agreed as acceptable.

The agreed trip distribution results in 80% turning left and 20% turning right from the proposed site access in the AM peak and 20% turning left in and 80% turning right into the site in the PM peak.

Junction Assessments

The junctions have been assessed across the following scenarios:

- 2025 Assessment Year
- 2025 Assessment Year + Committed Development
- 2025 Assessment Year + Committed Development + Proposed Development

The junctions have been modelled as a standalone model including the Petersfield Road signal junction, Knightwood Avenue and the proposed site access.

The site access and the Petersfield Road signal junction have also been modelled as separate standalone junctions as per the original TA proposals.

Site Access

The site access has been modelled as a standalone junction and is shown through this modelling work to operate within capacity with a maximum RFC of 0.09 in the AM peak hour.

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Bartons Road/Petersfield Road Junction

Modelling of the existing junction in the above scenarios demonstrates that the junction would operate within capacity in all scenarios with a maximum RFC of 83.1 in the PMM peak on the Petersfield Road south arm. The base model for the existing arrangement assumes the completion of the works secured through the Land West of the Crematorium site which includes lengthening of the left turn approach to the junction from Bartons Road.

Changes are required at the junction however to accommodate the proposed access arrangement and sustainable access needs for the site. The proposed layout has also been modelled as a stand-alone junction and is shown to remain operating within capacity with a maximum RFC value of 84.3 on the Petersfield Road arm in the AM peak period. The model for this new arrangement assumes the pedestrian/cycle crossing is called every other cycle and this is considered a robust assumption.

Combined Model

In order to ensure that the junction's interactions are appropriately shown within the respective models and in relation to concerns of operational safety due to the proximity of the junctions a Linsig model was undertaken which included the proposed priority junction. This demonstrated that the mean max queue for the right turn lane to the proposed development would be a maximum of 0.3 vehicles. This does increase as expected when compared to the standalone model for the junction, however it is still demonstrated to be within the design parameters of the right turn lane.

It is expected that the queue length increases as a result of the queue from the signals falling across the site access in peak times. To mitigate this a yellow box marking is to be provided to limit the occurrences that turning movements at the junction would become obstructed. This is considered reasonable for the proposed residential development.

The junction modelling and capacity assessment of the proposed layout is therefore considered acceptable and does not demonstrate that the changes would result in a significant harm to the capacity of the highway network.

Scenario Comparison

The applicant has undertaken a comparison of development scenarios to demonstrate that the proposals are within the parameters of the existing and proposed use within the approved and emerging Local Plan.

Across a day the existing use trip rate equates to 319 trips per a day compared with 462 trips per a day based on the proposed development. An increase in daily trips of 143 trips. When compared against the proposed local plan use the development would generate 415 trips per a day for 80 dwellings.

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In the peak hours the existing, local plan allocation and proposed development generate trips which are broadly consistent with each other with a max difference of 10 trips across the peak hour. It is noted however that as reflected by the change in demand that the daily rates increase significantly for the whole day when compared to the existing use and the peak hour arrival and departure pattern changes significantly also as a result of the change of use.

Overall, in highway terms the difference in both daily and peak hour trip generation from 80 dwellings or the proposed development could not be considered severe, when set against the context of the junction modelling assessment results. Therefore, it is considered acceptable when set against the improvements proposed to the access arrangements and the change of use to the land from office space to residential.

Travel Plan

A revised travel plan dated July 2022 has been submitted by the application and this is considered acceptable by the Highway Authority as a framework document. It should be subject to S106 obligations for the approval of the final travel plan and delivery of the travel plan along with associated approval and monitoring fees and an appropriate travel plan surety deposit.

Drainage

It is noted that a drainage strategy has been provided at this time. The Highway Authority will require details of drainage provision secured through condition to ensure water from the site does not drain on to the highway and to ensure that there are no safety issues arising within the site impacting on users such as ponding or flooding of the access road, footways or crossing points.

Lighting

No lighting details have been provided. As the internal layout is not being brought forward for adoption the Planning Authority should ensure that the site is appropriately lit including the through route for pedestrians and cyclists between Bartons Road and Martins Road.

Levels

The Highway Authority will require site of the final ground levels across the site. Both to inform any review of the drainage information and to ensure that not adverse cambers or levels are created across the site.

Summary

The Highway Authority raise no objection to the application for residential units only subject to the following conditions and obligations.

Conditions

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- No development shall start on site until a construction method statement has been submitted to and approved in writing by the Planning Authority, which shall include:

- a. A programme of and phasing of demolition (if any) and construction work;
- b. The provision of long-term facilities for contractor parking;
- c. The arrangements for deliveries associated with all construction works;
- d. Methods of phasing of construction works;
- e. Access and egress for plant and machinery;
- f. Protection of pedestrian routes during construction;
- g. Location of temporary site buildings, compounds, construction material, and plant storage areas

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason – In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality

Reason – In the interest of highway safety

- No development shall commence onsite until the access to the football club car park has been realigned in accordance with draw 106.0019.007 Rev J

Reason – to ensure safe access to the football club

- Prior to commencement to provide a revised drainage strategy along with the associated details for approval by the Planning Authority in consultation with the Highway Authority.

Reason – In the interest of highway safety

- Prior to commencement to provide final ground level and material details across for approval by the Planning Authority in consultation with the Highway Authority

Reason – In the interest of highway safety.

Obligations

- Provision of the full Travel plan and associate bond, approval and monitoring fees prior to occupation.

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- Prior to commencement to have entered into the Highway Works Agreement in relation to the site access works as shown on drawing 106.0019.007 Rev J with the site access works being implemented prior to occupation.
- Prior to commencement of development to have entered into the Highways Agreement in relation offsite highway works as shown on drawing, 106.0019.009 Rev B, 106.0019.010 Rev A. with the works implemented prior to occupation.
- Rights for the public to pass and repass over the site in relation to the north south route between Bartons Road and Martins Road.
- Provision and implementation of the final travel plan along with the associated surety, approval and monitoring fees.

I trust that the above is clear but please contact me on the above number should you need further information.

Yours faithfully,

Gemma McCart
Team Leader – Highways Development Planning

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