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<i>Date</i>	7 th December 2021	<i>Email</i>	Chris.Hirst@hants.gov.uk

For attention of Ms J Mansi

Dear Madam,

Re: Outline Planning Application - Up to 43 dwellings, with access from Lower Road and associated landscaping, open space, and allotments with all other matters reserved at land south of, Lower Road, and west of Old Manor Farm, Havant

Thank you for the opportunity to comment on the planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Site Location

The proposed development is located to the south of Lower Road. Access to the site is proposed via the first phase of the development (APP/19/00427) which is located directly to the east. The development is further surrounded by Old Manor Farm to the north, the A27 and Rusty Cutter Roundabout to the west and a railway line to the south.

Phase One Planning Application

The Highway Authority previously recommended no objection to the planning application for phase one, subject to planning conditions and S106 agreement obligations. Whilst the planning application was refused by HBC (not due to highways requirements), planning permission was granted at appeal for 50 dwellings along with a new access, landscaping, and open space following examination by an Inspector.

Pre-application advice

The applicant has engaged in pre-application with the Highway Authority. Comments raised within the pre-application response have been noted with the TA.

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

Sustainable Access

Walking and Cycling:

The applicant has based desirable walking and cycling distances on the 2019 National Travel Survey and set out the distances within table 5.3 of the TA. However, the Highway Authority do not deem this acceptable. As requested during pre-application discussions, the assessment should be carried out to identify any local facilities that are within or exceed the recommended walking and cycling distances as set out within '*Providing for Journey's on Foot*' (CIHT, 2000) which are not superseded by the NTS documents. A revised analysis should be undertaken to understand which facilities are situated within an acceptable walking distance from the site.

Through the phase one application, a new footway will be provided from within the site onto the southern side of Lower Road, with a crossing provided to Lodge Road to connect with the existing footway. Lower Road and other local residential streets in the vicinity of the proposed development typically have footways on one side of the carriageway although there are two short sections near the site without any footway. A further walking route is accessible from Lower Road westwards to connect with the Rusty Cutter Roundabout and Bedhampton Hill.

As part of the phase one planning application, a 'routes to school audit' was undertaken by the applicant. To satisfy the Highway Authority's previous concerns, a scheme was prepared which set out improvements on the walking route to school from the site. The applicant agreed to make a financial contribution of £23,489 under a S106 agreement allowing HCC to carry out works as part of the phase one development, improving routes to Bidbury school (including improved crossings and footway surfacing along the route).

Warblington School has been identified as the catchment secondary school from the site and is located circa 3.7km away. The walking distance therefore sits above the 'preferred maximum' walking distance identified within '*Providing for Journey's on Foot*' and has not been assessed further to understand how pedestrians will access the school. The applicant is required to undertake an audit of the walking and cycling route to the school to understand whether there are any deficits which could be improved through the development. Havant Borough Council's 'Cycling and Walking Infrastructure Plan' identify Bedhampton Road as a key cycle route and a location where infrastructure provision is currently lacking.

Lower Road is part of Havant Borough Council's formal cycle network and has been identified as suitable for on-street cycling. Lower Road provides a cycle connection to the National Cycle Route Network at the 'Rusty Cutter' Bedhampton roundabout where NCN 22 can be accessed, providing cycle connections to Portsmouth and the wider network.

Whilst reviewing the suitability of Phase 1, the Highway Authority undertook a detailed review of the walking route along Lower Road, specifically the section of the route where there is no footway. A combination of extended accident data, vehicle speeds, pedestrian/cycle/vehicular flow, pedestrian and vehicle

inter-visibility and safety auditor views were sought on the suitability of the route to determine whether Lower Road would continue to operate in a safe manner should the proposed development obtain planning permission.

Following this detailed review, the Highway Authority were satisfied that Lower Road would continue to operate safely with the additional development flows, a position agreed with by the Inspector during their review of the proposed development.

To assess the impact of the proposed development above and beyond the consented scheme, the applicant has undertaken further work to understand the impact on the existing shared surface arrangement. This work involved obtaining updated traffic volumes and vehicles speeds along Lower Road via an ATC survey. The ATC survey on Lower Road was undertaken in July 2021 and demonstrated 85th percentile vehicle speeds of 20.6mph eastbound around the corner bend of Lower Road and 18.2mph westbound on the same stretch of road which are below the posted 30mph speed limit. Video footage has also been utilised to determine the current level of pedestrian and cycle movements along the road, along with the route that pedestrians currently take when navigating the section of Lower Road which does not benefit from a footway. The video footage demonstrated that the majority of the pedestrians walk along the western side of Lower Road, a position which was corroborated previously when the Highway Authority responded to the Phase One application.

Consideration has been given by the applicant towards pedestrian and cycle movements associated with the recently consented Forty Acre Farm development. The applicant summarises that the desire line for the development will be along Bedhampton Hill instead of Lower Road. The Highway Authority disagrees with this position as Lower Road would offer an alternative walking route away from Bedhampton Road which is not much further than the route along Bedhampton Hill. The applicant should therefore provide a revised assessment which includes pedestrian and cycle movements from the Forty Acre Farm site.

To date, the assessment of Lower Road has demonstrated existing pedestrian trips of 11 in the AM peak hour and 10 in the PM peak hour. The data also identified between 24 cycle movements in the AM peak hour and 10 in the PM peak hour. Vehicle movements averaged at 44 and 50 in the respective peak hours. The Phase One development is forecast to add 23 vehicle trips in the AM and PM peak hours, 1 cycle trip in each peak and 16 AM peak and 7 PM peak pedestrian trips.

Until consideration has been given towards pedestrian and cycle flows from the Forty Acre Farm development, the Highway Authority are unable to comment on the acceptability of the additional development flow against the future pedestrian and cycle flows along Lower Road. This will need to be considered across the full day in terms of AADT and the peak hour assessment.

Buses:

The closest bus stops to the site are located on Bedhampton Road circa 700m north of the site, serviced by bus route 21 and 23. Approximately six services an hour are provided from these bus stops providing connections to Havant, Portsmouth, and Southsea.

Two existing walking routes are available from the site to the Bedhampton Road bus stops. Both require walking through the first phase of the development, with one walking route going via Lodge Road and the other via Lower Road and Brookside Road. Whilst the Highway Authority note that the walking distances sit above the preferred 400m walking distance, the stops consist of sheltered waiting facilities and RTI which is considered conducive for encouraging trips via bus.

Rail:

Bedhampton railway station is the closest train station to the development approximately 1.0km northeast of the proposed site. Bedhampton station is served by circa. 1 service per hour to Portsmouth, Chichester and London.

Havant railway station is located 2.4km northeast of the proposed development site. Whilst not being within the desirable walking distance as laid out in CIHT (2000) '*Providing Journeys on Foot*', it is within a desirable cycle distance.

Personal Injury Accidents (PIA)

PIA data for a 5-year period between the 1st January 2016 and 31st December 2020 has been obtained using Hampshire Constabulary records. The Highway Authority had previously agreed the study area for the PIA data during pre-application discussions.

The Highway Authority has undertaken a review of more recent accident data until June 2021 which confirms that there have still been no accidents along Lower Road. As noted above, further information is required before the Highway Authority can determine whether the additional flow along Lower Road is considered acceptable.

Site Access

The proposed access to the site is through an extension of the existing cul-de-sac within the phase one development, with changes required to the alignment, parking court and SuDs within phase one to facilitate the link. The access is proposed to include a 5.5m wide carriageway and 2.0m footway. The proposed development will route through the phase one development and connect to Lower Road via the previously approved access to phase one.

A separate footpath from the south-eastern side of this site is proposed to connect within the phase one layout. Alterations to the phase one layout are indicated to facilitate three pedestrian routes from the proposed development towards Lower Road.

The Highway Authority have concerns with the current access arrangement. Drawing number GA-018 shows that the forward visibility around the curved

alignment will cross private front gardens. This may result in future impediment to visibility which is essential given the narrow access road into the site.

Tracking has been provided for a super large refuse vehicle passing a family car which shows that the manoeuvre is tight on the straight section of road around the bend. No tracking has been provided around the bend but it is considered unlikely that the two vehicles would be able to pass based on the current alignment. Whilst the Highway Authority have noted concerns regarding forward visibility above, the splay shown would still require a vehicle entering the site to reverse should a delivery or refuse vehicle be routing to the site access. Similarly, a car attempting to egress could need to reverse should a larger vehicle turn into the site and begin to travel along the access road. This would not be considered as acceptable.

The Highway Authority require the comments above to be addressed before the access can be considered acceptable. The applicant should also provide a Stage 1 Road Safety Audit to confirm that there are no safety issues associated with the proposal.

Internal Road Network

The internal road network will be subject to a reserved matters application should outline planning consent be granted and all matters relating to the internal layout are reserved at this stage.

It is understood that, as with Phase 1, the internal road layout will remain private. This will therefore prevent this further development from coming forward for adoption. It should be noted that the internal layout for Phase 1 is currently under consultation and comments within this response may have bearing on that internal layout. The two schemes should be considered cohesively to ensure that, should this site come forward, it would not require changes to the Phase 1 layout.

Parking Provision

The applicant proposes that the parking provision for the development proposal will be designed in accordance with Havant Borough Council's Parking Supplementary Planning Document. This will be addressed as part of a reserved matters planning application following any outline planning consent.

The applicant should be made aware that ultimately the final decision regarding parking is with Havant Borough Council as the Parking Authority. Thus, the applicant should secure confirmation with HBC about whether the proposed parking provision will be accepted or not. The Highway Authority will be satisfied subject to this approval from the LPA.

Trip Generation

The previously agreed with the Highway Authority trip rates for the first phase of the development have been used to generate proposed trip rates for the second phase. The trip generation and agreed trip rates are shown below:

Phase	AM Peak Hour (08:00-09:00)			PM Peak Hour (17:00-18:00)		
	In	Out	Total	In	Out	Total
Trip Rates	0.133	0.385	0.518	0.348	0.169	0.517
Phase one vehicle trips (50 dwellings) trip generation	7	19	26	17	8	25
Phase two vehicle trips (43 dwellings) trip generation	6	17	23	15	7	22
Total vehicle trips to/from Lower Road trip generation	13	36	49	32	15	47

Traffic Distribution/Assignment

Traffic distribution for the proposed phase two development (based on 43 units) suggests that all development traffic will head onto Lower Road, with the majority of traffic heading north onto Brookside Road and towards the B2177 Roundabout.

Junction Assessments

The study area for junction assessments was previously agreed with the Highway Authority during pre-application discussions which comprises of the following:

- Phase one site access with Lower Road;
- Brookside Road / Bedhampton Road priority junction; and
- Bedhampton Road / Bedhampton Hill roundabout junction

Committed Developments:

HCC requested that the Land South of Lower Road (APP/19/00427) application and the Co-op store at 37 Belmont Grove (APP/20/00316) were included within junction assessments as committed developments. The applicant has also included the Forty Acre Farm development which has recently obtained planning consent. The extent of committed development is considered acceptable.

Traffic Growth:

The applicant has derived traffic growth factors by utilising TEMPRO. The growth rates utilised within the assessment are considered acceptable.

Junction Modelling

The applicant has carried out their modelling to the following assessment scenarios (as previously agreed with the Highway Authority during pre-application discussions):

- 2021 base traffic flows;

- 2026 future year baseline traffic flows; and
- 2026 with development traffic flows.

As agreed during pre-application discussions, the applicant has modelled the following junctions:

- Phase One Site Access / Lower Road;
- Brookside Road / Bedhampton Road; and
- Bedhampton Road / Bedhampton Hill Roundabout.

The maximum RFC values for the assessed junctions using the 2026 'with development' scenario are noted below:

Phase 1 Site Access / Lower Road:

Under the 2026 future year scenario plus development, the site access will continue to operate within design capacity. The highest Ratio to Flow Capacity (RFC) is 0.07 on the site access arm of the junction in the AM peak hour.

Brookside Road / Bedhampton Road Junction:

The Brookside Road / Bedhampton Road junction will also continue to operate within design capacity under the future year scenario with a worst-case RFC of 0.21 observed in the AM peak hour on the Brookside Road approach.

Bedhampton Road / Bedhampton Hill Roundabout:

The Bedhampton Road / Bedhampton Hill roundabout is forecast to operate over theoretical design capacity in the 2021 base with an RFC of 0.97 on the Portsdown Hill Road approach. Under the 2026 without development scenario, the RFC on this approach increases to 0.98, further approaching actual design capacity.

Within the Technical Note supporting the Phase 1 planning application, sensitivity testing for the roundabout was undertaken to a 2024 future year at the request of the Highway Authority. The modelling indicated RFC's of 0.92 in the AM peak hour and 1.08 in the PM peak hour on the Portsdown Hill Road approach. These values are higher than the 0.85 and 0.98 RFC's modelled in the respective peak hours under the current application. Clarity is sought from the applicant on this point. The Highway Authority also requires the provision of the junction modelling file to undertake a review of the model build.

Comments will be provided on the impact of the development at the junction once this additional information has been provided.

Travel Plan

This Full Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A

guide to development related travel plans". Whilst the quality of this FTP is generally good, it still requires some amendments before it can be approved.

Background:

The Travel Plan should reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff Bargate Homes and Vivid Homes would suffice.

Measures:

The Travel Plan provides a good range of measures which will help for the Travel Plan targets to be met. However, it is expected for a Residential Development, a Sustainable Travel Voucher be offered to each household. Please include this measure in the Travel Plan.

An action plan is included in Section 7 of the Travel Plan. However, it does not include a Cost Estimate for each measure. Please include a cost estimate for the proposed measures (including the cost of the Travel Plan coordinator)

Monitoring:

A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS SAM or ATC surveys.

There are currently no measures in place to encourage members of staff to complete a questionnaire survey. Entry into a prize draw could be offered to those who complete a survey, although it should be noted that the prize should not be travel-related (e.g., bus tickets, cycle vouchers, etc).

Delivery and Enforcement:

A commitment to pay HCC's [monitoring and approval](#) fees should be included in the Travel Plan.

The changes above are required before the Travel Plan can be considered acceptable.

Construction Traffic Management Plan

Given the ongoing discussions for construction traffic achieving safe and suitable access to Phase One of the site, the Highway Authority require a framework Construction Traffic Management Plan (fCTMP) to be provided by the applicant. This is to ensure that it is clear at the outline stage the scope of controls which would need to be put in place to manage deliveries and contractor movements along Lower Road to ensure the site can be accessed safely during the construction phase of the development.

Recommendations

The Highway Authority require the following additional information before a formal recommendation can be made on the proposed development:

- An audit of the walking route to Warblington School;
- Consideration towards pedestrian and cycle flow from the Forty Acre Farm development along Lower Road;
- Amendments to the site access;
- Clarification regarding the junction modelling for the Bedhampton Hill Roundabout;
- Amendments to the travel plan; and
- Provision of an outline CTMP.

I trust that the above is clear. Should you have any queries, please do not hesitate to contact Chris Hirst on the number noted above.

Yours Sincerely,

Chris Hirst