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Date 7 September 2022

My reference 047319

Your reference APP/21/01071

Email havantdc@hants.gov.uk

Dear Sirs,

Land south of, Lower Road, and west of Old Manor Farm, Havant

Outline planning application for up to 43 dwellings, with access from Lower Road and associated landscaping, open space and allotments, and all other matters reserved.

Thank you for re-consulting the Highway Authority on the above planning application.

Further to the Highway Authority's response dated 7th December 2021, the applicant has provided a Technical Note (TN1) and outline Construction Traffic Management Plan (CTMP) to address the comments previously raised. Discussions were subsequently held with the applicant following these documents, leading to a follow up note (referred to as TN2) to address the remaining points. Following a review of these documents, the Highway Authority have the following comments to make.

Sustainable Access – Walking and Cycling

Within the Highway Authority's previous response, it was highlighted that the catchment secondary school (Warblington School) is located 3.7km away from the site, sitting outside of the 'preferred maximum' walking distance of 2km. A walking and cycling audit was requested to audit the route for pedestrians and cyclists to identify whether the route to school should be improved given the identified distance.

The applicant has subsequently undertaken a review of the route to Warblington School within Appendix B of TN1. The review summarises that the walking and cycling routes

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available to pedestrians are good and therefore no upgrades are required to provide a safe route to school. The note also states that alternative methods of travel are available to school children in the form of bus and rail provision.

The Highway Authority have reviewed the audit and whilst it is accepted that part of the route to Warblington School is acceptable in its current form, improvements are required for pedestrians and cyclists accessing Bedhampton station, increasing the uptake of travel to both the station for rail travel and for those looking to access Warblington School. Bedhampton Road has been identified within Havant Borough Council's Local Cycling and Walking Infrastructure Plan (LCWIP) as requiring improvements for both pedestrians and cyclists. The road has been identified as a secondary route for sustainable road users in the Havant area, although it will act as a primary route for pedestrians and cyclists looking to access the aforementioned school and local facilities directly from the Lower Road development.

Details regarding proposed pedestrian and cycle improvements is noted further within this response.

Pedestrian and Cycle Flows

To forecast the pedestrian and cycle flows associated with the Forty Acre Farm development, the applicant has reviewed the Transport Assessment and Travel Plan submitted in support of the consented application.

The multi modal trip generation has been split via the mode share data available within the Travel Plan to derive the number of people who will walk and cycle from the development. A specific route assessment is undertaken within TN1 to establish the likely walking routes for pedestrians routing from the Forty Acre Farm development to local facilities. The assessment assigns 60% of walking and cycling trips west along Havant Road to Drayton, whilst the remaining 40% of trips are assigned to the east, before being split further with 15% routing via Bedhampton Hill, 15% via Lower Road and 10% via Harts Farm Way. The Highway Authority raised concerns with the low level of trips assigned via Lower Road during initial discussions around the methodology, resulting in a sensitivity scenario within TN1 which assigns 30% of the eastern walking and cycling trips via this route. In total, 46 daily walking trips and 13 daily cycle trips were originally forecast from the Forty Acres development to travel along Lower Road out of the 154 and 44 respective pedestrian and cycle daily trips. In total, 5 walking and cycling trips were predicted along Lower Road in both the AM and PM peak hours within the sensitivity test.

Following a review of these figures and the assessment, the Highway Authority raised that the assessment had not included trips to Bidbury Infant and Junior School, which are the catchment schools for the Forty Acre Farm development. Trips to these schools will be facilitated via the new walking route provided around the Rusty Cutter Roundabout. It was also identified that there is likely to be an element of suppressed

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demand associated with the existing lack of crossing facilities at the roundabout. Once the Rusty Cutter improvement works are implemented, it is considered that more pedestrians will choose to walk across the roundabout and route via Lower Road, which needs to be factored into the applicant's assessment.

A revised assessment was subsequently put forward in TN2 to address the points raised above. Utilising the aforementioned modal split from the travel plan and the predicted number of pupils, an additional 31 two-way pedestrian movements are forecast in total in the AM peak hour from the Forty Acres development. When applying the route assignment split, an additional 16 movements are forecast in the AM peak hour along Lower Road from the movements put forward in TN1. To account for the potential suppressed demand, given the current lack of crossing facilities at the Rusty Cutter roundabout, the pedestrian and cycle flows have been uplifted by a further 10% for both the existing and proposed scenarios.

Taking account of the updated assumptions made regarding the school trips and suppressed demand, the final sensitivity scenario for the total pedestrian, cyclist and vehicular trips utilising Lower Road in the future year with development scenario is shown below. The numbers in brackets represent the increases associated with the proposed development.

	Pedestrian	Cyclist	Vehicular
AM Peak	66 (+14)	23 (+1)	93 (+23)
PM Peak	40 (+6)	38 (+1)	99 (+23)
Daily Trips	373 (+76)	132 (+6)	949 (+218)

The figures indicate that Lower Road will continue to operate as a shared surface, albeit with higher vehicular, pedestrian and cyclist trips associated with the proposed development. The latest figures have been reviewed by HCC's in house safety auditor who has confirmed that whilst there will be more peak hour and daily movements along Lower Road, it will not affect the current safe operation of the shared space arrangement, corroborated by accident data which shows there have been no accidents along Lower Road from the past 20 years.

Site Access

Within the Highway Authority's first response, concerns were raised with regards to the poor forward visibility available through the access and the limited carriageway width which restricted the ability of two vehicles to pass concurrently. The applicant was required to revisit the site access design given the identified safety concerns.

Following these comments and a further discussion with the applicant, a revised access proposal has been presented which provides forward visibility to a 20mph design

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speed, supported by localised widening to facilitate two-way movements through the access and along the access road.

The Highway Authority have reviewed the updated proposal presented in drawing number ITB12174-GA-018 Rev D, along with the Stage 1 Road Safety Audit. The latest design demonstrates that two family cars can pass without conflicting through the access and onwards into Phase 2. The tracking for a car and refuse vehicle demonstrates that the manoeuvre can now be undertaken, and it is also acknowledged that the improved forward visibility will allow a vehicle to anticipate the approaching refuse and wait for it to pass through the narrower section of the access.

The RSA1 picked up on issues including the transition from the footway to the north of the access road as it meets the carriageway, measures to stop pedestrians from falling into the swale and widening of the bend of the access road to 5.5m to improve vehicle manoeuvring, the latter of which has been addressed and agreed.

Within TN2, further work has been undertaken to provide a crossing point from the footway to the west of the swale to a new footway on the southern side of the access road. The footway has also been relocated away from the swale, although measures may still be required to prevent a pedestrian from falling. It is considered that this matter can be conditioned and addressed appropriately at the reserved matters stage. The realigned footway and the introduction of a new footway on the southern side of the access road are considered suitable for providing pedestrians with a safe place to cross.

The widened access road and improved pedestrian facilities are considered suitable for overcoming the Highway Authority's original comments. An appropriate condition shall be secured to ensure the access is implemented as shown in principle in drawing number ITB12174-GA-018 Rev F, with further details provided at the reserved matters stage regarding the interaction between the footpath and the swale.

Junction Modelling

Within TN1, the applicant has clarified that the difference in the modelling outputs between the assessment work presented as part of Phase 1 and Phase 2 of the development at Lower Road is a result of changes in background growth.

The Highway Authority acknowledges that the background growth changes in TEMPRO are likely to account for the differing model outputs; however, the proposed development will further reduce capacity at the Bedhampton Road/Bedhampton Hill Roundabout, with a worst-case RFC of 0.99 observed on the Portsdown Hill Road approach in the 2026 'with development' scenario.

Therefore, the proposed development is required to offset its impact at the junction. Following a review of the operation of the junction and potential measures to mitigate

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the impact, alternative improvements to pedestrian and cycle links from the site have been identified. This would reduce reliance on the private car – an approach encouraged through emerging LTP4 guidance which was not being developed at the time of the original planning application. The Havant Local Cycling and Walking Infrastructure Plan has identified costed improvement schemes along Bedhampton Road to improve pedestrian and cycle connectivity in the area. Given that Bedhampton Road has been identified as one of the routes to school, it would be both fair and proportionate and directly relevant to the proposed development to contribute towards some of the identified schemes. The Highway Authority have also identified improvements to the pedestrian network in the vicinity of the site, further improving the sustainable connections to the development, which could also be implemented via a contribution.

Following discussions with the applicant, a contribution of £108,000 has been agreed towards either measures identified within the LCWIP along Bedhampton Road to improve pedestrian and cycle facilities, or pedestrian crossing facilities at Brookside Road. The contribution has been calculated against the cost of implementing a segregated cycleway on Bedhampton Road between Kings Croft Lane and Bedhampton railway station, which would also be utilised by cyclists looking to access Bedhampton rail station on route to Warblington School. The Highway Authority considers the contribution sufficient for mitigating the vehicular impact of the development.

Travel Plan

The updated Travel Plan has been reviewed and is now considered acceptable. The monitoring, approval and cash deposit fees will be secured through the Section 106 agreement.

Outline Construction Traffic Management Plan

Through the Phase 1 planning application, bespoke wording was agreed for the management of construction traffic through the Construction Traffic Management Plan to ensure that a lorry would not meet an approaching vehicle on the narrow section of Lower Road. It is noted that the outline CTMP reflects the previously agreed wording and is therefore suitable in its purpose as an outline document.

A planning condition will be required for the submission, and agreement of, a full CTMP should the application obtain planning permission. This should incorporate any additional requirements for this specific phase of development if necessary.

Recommendation

The comments raised within the Highway Authority's original response have now been suitably addressed by the applicant. The Highway Authority therefore recommends no objection, subject to the following S106 obligations and conditions:

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S106

- Prior to commencement of development, to pay the sustainable transport contribution of £108,000.
- Prior to commencement of development, to pay the Travel Plan approval, monitoring and cash deposit fees.

Conditions

- A full Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences, in accordance with the Outline Construction Traffic Management Plan. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety.

- To implement the site access as shown in drawing number ITB12174-GA-018 Rev F prior to occupation of development.

Reason: To provide safe and suitable access into the proposed development.

- To provide details of the measures to protect pedestrians from the swale adjoining the footpath to the north of the site access road as shown in drawing number ITB12174-GA-018 Rev F as part of any reserved matters planning application.

Reason:

In the interest of highway safety.

- Through the Reserved Matters application, to provide plans with details of the proposed drainage, street lighting, landscaping, site levels and materials strategies for the indicative site layout as shown in drawing number MOSAIC - REV V4

Reason:

To ensure development of a safe and suitable internal layout design.

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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

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