



*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tele: 0845 603 5638 (General Enquiries)
0845 603 5633 (Roads and Transport)
0845 603 5634 (Recycling Waste & Planning)
Textphone 0845 603 5625
Fax 01962 847055
www.hants.gov.uk

Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

<i>Enquiries to</i>	Malcolm Jones	<i>My reference</i>	MJ/6/3/13/133(APP229)
<i>Direct Line</i>	01962 667974	<i>Your reference</i>	APP/13/00804
<i>Date</i>	31 October 2013	<i>Email</i>	Malcolm.jones@hants.gov.uk

For the attention of Daphney Haywood

Dear Madam

Development of 293 residential units comprising 6 x one bedroom, 115 x two bedroom, 132 x three bedroom and 40 x four bedroom, retention of existing farmhouse, new access road from Eagle Avenue, internal access roads, associated car parking, open space and landscaping Woodcroft Farm, Woodcroft Lane, Waterlooville

Thank you for the opportunity to comment on the planning application for the redevelopment of the above site for a development of 293 residential properties.

In coming to our conclusions we have considered the Transport Assessment documents prepared by Peter Brett Associates dated July 2013 accompanying the application and all relevant guidance and policy documents, both local and national, including DfT's Guidance on Transport Assessment and DCLG's publication National Planning Policy Framework.

There are a reasonable range of services and facilities within acceptable walking and cycling distances and it considered that will assist with the reduction of single occupancy car journeys and a shift to more sustainable travel patterns.

The application is supported by a Framework Travel Plan the details of which will be further developed and monitored to ensure it will have the required impact on improving the levels of sustainable travel to and from the site which is likely to result in a reduction in the anticipated traffic generation over time thereby further reducing the development's impact on the adjoining roads. The Travel Plan will be "bonded" in such a way so that should the development not deliver the modal shift targets as detailed in the Travel Plan and Transport

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

Assessment the County Council will be able to use those funds to implement measures that will deliver a shift away from single occupancy car trips.

Hampshire County Council will not consider the developments impact on the A3(M) as that route is the responsibility of the Highways Agency as it forms a part of the Trunk Road Network.

Car parking on the site has been provided in accordance with Havant Borough Council's "Residential Parking and Cycle Provision" standards. Further on site highway advice will be provided by Engineers at the Borough Council under the terms of the Highway Development Control Agency Agreement.

The traffic considered likely to be generated by the proposed development has been calculated using trip rates agreed by both the Highways Agency and Hampshire County Council and is likely to be in the region of 30 arrivals and 103 departures in the morning peak hour and 79 arrivals and 46 departures in the evening peak hour. These trips will be catered for by the provision of a mini roundabout on Eagle Avenue which is shown on drawing number 21834/004/05a. A design check was carried out on a similar junction design in 2010 and the mini roundabout was the preferred option and whilst there are some minor issues to be resolved during the design process it was thought at the time that these could all be overcome. However in order to ensure that the off site works currently proposed are deliverable a further design check process will need to be gone through on the current design and until that has been completed the application should not be approved.

The methodology for the distribution of this generated traffic onto the surrounding road network was agreed with Hampshire County Council and the Highways Agency before the Transport Assessment was completed.

A large number of junctions have been considered as part of this Assessment and the impact on those junctions has been modelled for 2018. In particular the Milton Road/Lovedean Lane junction will be required to cater for an additional 36 development generated trips against a base flow of 1429 during the peak hour whilst the B2150 Hulbert Road/Milton Road junction will cater for an additional 59 peak hour trips against an existing base flow of 3430.

The impact on the junctions on the Milton Road – Lovedean Lane corridor is low with the largest impact being a 6.94% increase in traffic through the Milton Road/Eagle Avenue junction. On the London Road/Hambledon Road corridor the impact is less with no junction having its traffic increased by more than the 1.73%. Whilst a number of the junctions are currently thought to be operating at or near their theoretical capacity during the peak hours the impact of the development traffic is such that, whilst it has a detrimental impact on operation, that impact is unlikely to be sufficiently "severe" so as to fail the test in NPPF and warrant an objection on grounds of highway capacity.

The exceptions to this is the Lovedean Lane/Milton Road junction and the Hambledon Road/Eletra Avenue/Milton Road junction which it is in part accepted by the developers consultant are impacted by the proposed development traffic, one severely (Milton Road/Lovedean Lane) and as such the submission includes a scheme to mitigate the impact on this junction by

upgrading it from a priority junction to a mini-roundabout which will deliver the additional capacity required. The proposed improvements are shown on drawing number 21834/004/SK01. There will need to be a design checking process for this scheme which must be completed before I can confirm these improvements are deliverable and acceptable.

There is also a potential improvement identified as relieving some of the congestion at the Hambledon Road/Milton Road Roundabout which is operating at or around its theoretical capacity. The County Council will require the developer to enter into an agreement under S106 that secures delivery of these works or a contribution towards their cost as part of the mitigation of the impact of the development on the wider highway.

Recommendation

A comprehensive transport assessment has been carried out which has identified highway improvements that are necessary to accommodate the development traffic. It is now necessary for the required improvements to be checked for deliverability and until this check has been completed the Highway Authority would recommend the application be refused for the following reason:

- *In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated could not be accommodated adequately on the existing transport network. This would result in a severe impact on the road safety and operation of the local transport network contrary to the NPPF.*
- *In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework in that proposed access is inadequate to accommodate the development safely. This would result in an unacceptable impact on the safety of users of the development and adjoining highway contrary to the NPPF.*

These reasons for refusal could be overcome subject to certain information being provided by the applicant. I have contacted the applicant directly and asked for information to enable me to have the required level of confidence regarding the deliverability of the access and off site works so that the impact of the proposed development on the surrounding highway network can be sufficiently mitigated.

I trust the above is clear but should you wish to discuss this with me in any further details please do not hesitate to contact me.

Yours faithfully

Steve Jenkins
Team Leader - Highways Development Planning South & East

cc: Havant Borough Council, Transport, FAO - Pip Marshall