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<i>Date</i>	2 November 2011	<i>Email</i>	rob.hardyman@hants.gov.uk

For the attention of Adam Coleman

Dear sir

Woodcroft Farm – Scoping Note

Thank you for passing me the above scoping note for the development of the Land at Woodcroft Farm, Havant. The note sets out the proposed methodology for the assessment of the developments impact upon the highway network, which has been included within the adopted Havant Borough Core Strategy (March 2011) for the development of approximately 340 homes. In addition to the scoping note a further technical note was provided regarding the development trip rates.

Policy context

The proposed review of the policy context is considered acceptable. Whilst it will not be necessary to include a review of Hampshire County Council's Transport Contributions Policy, consideration should be given to the policy when considering the additional number of multi-modal trips generated by the development.

Baseline Transport Data

A comprehensive survey of existing traffic flows was carried out on Tuesday 23rd February 2010 as part of the submission for evidence to support the sites inclusion within the Core Strategy. It is considered that the results of the surveys are still relevant to the current scoping note. Accident data for the same surveyed area is also to be provided, however this should be for the most recent 5 years and any significant patterns of accidents should be investigated further to identify any possible solutions.

Development Proposal/Masterplan review

Currently the details of the masterplan are not confirmed, but it is anticipated that the development will include approximately 340 dwellings which will be split in to the

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

following categories;

- 10% 1 bedroom units
- 60% 2-3 bedroom units
- 30% 4+ bedroom units

Evidence is to be provided to demonstrate that the internal layout of the site can accommodate service/delivery vehicles is to be provided. With regards to refuse collection, swept paths of 11.3 metres should be provided.

The number of parking spaces for the site are to be finalised once the mix of development is confirmed. This should be considered against the relevant parking standards.

Access and Movement

The proposed site access is to be located on Eagle Avenue to form a mini roundabout with the site access road. Whilst the current proposed development of the site is for approximately 340 dwellings, it is understood that there may be a desire in future to develop the site for 700 homes with the additional land being promoted by Winchester City Council and East Hampshire District Council. Therefore it will be important to demonstrate that the proposed access could accommodate further development on the site without impacting the safety and operation of the highway network.

It is also stated that Woodcroft Lane may also provide access for around 10 to 15 dwellings and also an emergency access, however there will need to be measures to deter the through flow of traffic.

Transport Appraisal

The committed development which will be included within the Transport Assessment is proposed to be MDA, Waterlooville (2500 dwellings (south) and 450 dwellings (north)) and Meadowlands (55 dwellings). Since your last scoping note, the County Council have developed a Sub Regional Transport Model (SRTM) and it is recommended that this is used to determine the sites impact up on the local highway network.

It is proposed that a Travel Plan shall be submitted as part of the application for the site, this should be in accordance with Hampshire County Council's Guidance for Development Related Travel Plans. More information can be found here - <http://www3.hants.gov.uk/guide-to-travel-plans-january-2009.doc>.

I have agreed that a 10% reduction can be applied to the development trip rates in an email dated 26 October 2011 as a result of the Travel Plan. However, it will be necessary to secure the Travel Plan using a section 106 agreement which will enable the plan to be monitored throughout it's implementation. Clarification is required to determine whether it is intended that the 10% reduction will be achieved within the 5 year life span of the sites Travel Plan?

It has been requested that a further 5% reduction is applied for trip internalisation due to the sites proximity to the local schools and the local centre. However I do not consider that the site will offer trip internalisation due to the proposed infrastructure on site. Further to this I have reviewed the sites included within the TRICS outputs, and a high proportion of the sites demonstrate similar if not better locations in terms of proximity to

schools, shops and other services. In light of this the proposed 5% reduction is not accepted.

In my email of 26 October 2011 I also agreed to the proposed trip rates that were provided by the applicant using the TRICS database for 'Mixed Private Housing' sites. This has subsequently been altered at the request of the Highways Agency on 4 November 2011 and I can confirm that the updated trip rates are also acceptable.

A junction assessment methodology has been provided within the scoping note, which will be applied to test the capacity of the junctions within the vicinity of the site. Should the resultant testing of the junctions demonstrate any junctions to be at or over capacity it will be necessary to investigate potential improvements at these locations. In a previous response provided by my colleague Ben Howard concerns were raised regarding the operation of the junctions at Lovdean Lane/Milton Road and Milton Road/Eagle Avenue, whilst the current scoping note does not contain information on the operation of the junctions further consideration will be required regarding the operation of these junctions and also any improvements that can be made to accommodate the additional traffic generated by the development.

Identification of impacts and mitigation measures

The identification of the potential improvements is noted and as I stated earlier consideration should be given to Hampshire County Council's Transport Contribution Policy.

Emergency Access

With regards to the email received 7 November 2011, it will be necessary to consult with the local Fire Safety Officer who will be able to advise more fully on the requirements. However, given the size of the development I would consider a secondary emergency access to be necessary, especially if the site is to be developed further in the future.

I trust that the above is clear, should you have any further questions please do not hesitate to contact me on 01962 846832

Yours sincerely

Tim Wall
Team Leader - Highways Development Planning North & West

cc. Pip Marshall – Havant Borough Council Transportation