



Hampshire County Council

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

Head of Planning Services
Havant Borough Council
Civic Offices
Civic Centre Road
HAVANT
Hampshire
PO9 2AX

Enquiries to	Tom Fisher	My reference	6/3/13/201 (APP 1837)
Direct Line	01962 847224	Your reference	APP/18/01033
Date	13 th August 2019	Email	Tom.fisher@hants.gov.uk

For the attention of Lewis Oliver

Dear Sirs

Proposals: Residential development comprising 69 No. dwellings with access from St George's Avenue together with access, car parking, landscaping, electrical substation and associated works.

Thank you for consulting the Highway Authority on the above planning application with revised plans and documents. The Highway Authority will be commenting on the Transport Technical Note (TTN) from Mode Transport regarding the impact of the proposals on the A27 Emsworth Road/Havant Road roundabouts and the adjacent Emsworth Road/Castle Avenue T junction only. All other matters we understand have been dealt with by our agent at Havant Borough Council.

Background Future Growth

The modelling assessment within the TTN includes future growth pursuant to the emerging Havant Borough Council Local Plan (ELP), which includes the potential allocation in the vicinity of circa 2,400 residential units, including those in this application, by 2036. The applicant has used the model provided in the Land North of Havant Road application, APP/16/00774, including the agreed mitigation measures. This approach is considered acceptable to the Highway Authority.

Junction Assessment

The applicant has provided four options for the Highway Authority to review which are set out below:

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

- Option 1 – Do nothing scenario – Models the three linked junctions, allowing all movements at the T-junction and includes the committed Land North of Havant Road mitigation measures at the A27 roundabouts
- Option 2 – Increase Flare Length – Similar to O1 but offers a flare length of 28m at the Emsworth Road approach
- Option 3 – Remove Right Turn – This option bans the right turn into and out of Castle Avenue on to Emsworth Rad but keeps the increased flare length from O2
- Option 4 – Dual Lane – Provides tow lanes in the Emsworth Road approach arm and removes any movements into or out of Castle Avenue

The without and with development scenarios have been tested for each of the four options during the AM (08:00-09:00) and PM (17:00-18:00) peak hour periods. Hampshire County Council have requested that the application focus on the impact from the development on the Emsworth Road/Castle Avenue junction and the Emsworth Road approach arm.

The Table below shows the impact of Option 1 'Do nothing' scenario in both peak hours with and without development, including the ELP traffic.

Option 1 – Do nothing		
AM Peak w/o Dev	Modelled Queue (Vehicles)	Delay (Seconds)
Emsworth Road Arm	9	40
Castle Avenue	6	357
A27 Off-Slip	3	9
AM Peak with Dev		
Emsworth Road Arm	10	42
Castle Avenue	12	482
A27 Off-Slip	4	9
PM Peak w/o Dev		
Emsworth Road Arm	20	100
Castle Avenue	6	744
A27 Off-Slip	19	35
PM Peak with Dev		
Emsworth Road Arm	26	126
Castle Avenue	12	1122
A27 Off-Slip	21	42

It is evident from the above that Option 1, Do nothing scenario, results in unacceptable significant impact regarding the operation and theoretical capacity on the junctions. The modelling for Option 2, 3 and 4 all show significant reductions in queuing vehicles and delay on the Emsworth Road approach arm and the Castle Avenue arm, as shown in Figure 5.1 thru 5.4 in the TTN.

It is therefore necessary for this application to provide mitigation to offset the negative impact of the proposed development's additional vehicular trips on the local road network.

Due to HBC's Emerging Local Plan and the wider impact on this junction, a physical mitigation scheme in this instance would not be appropriate at this time and therefore the Highway Authority will be seeking a financial contribution towards the junction, as agreed by the applicant in section 6.6 of the TTN.

The measures set out within the TNN represent a scale of improvement appropriate for the level of proposed development for an fair and proportional contribution to be calculated. The applicant concludes within the TNN that option 2 would be appropriate to mitigate their level of development. The Highway Authority are unable to accept option 2 as an appropriate form of mitigation in operational terms as it is considered by the Highway Authority that there is a safety risk of vehicles waiting to turn right in such close proximity to the A27 off slip left turn movements. Therefore option 3 with the restriction on this right turn movement would be required in terms of an appropriate scale of mitigation for the development.

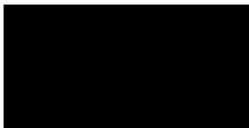
Hampshire County Council have undertaken a high-level cost exercise to provide Option 3 as set out above, this includes providing a physical barrier to prevent right turning vehicles, an extended flare lane and the associated costing for a Traffic Regulation Order. The cost estimate of providing this is £150,000. A contribution to this value is sought toward capacity improvements at the Emsworth Road/Castle Avenue/A27 junction, to be secured via a Section 106 legal agreement. This has been agreed with the applicant.

Recommendation

The Highway Authority recommends no objection to the planning application subject to securing a financial contribution of £150,000 towards improvements to the Emsworth Road/Castle Avenue junction, via a Section 106 legal agreement, and any requested planning conditions set out in any previous responses by our agent.

Should this not be clear, please do not hesitate in contacting Tom Fisher on 01962 847224 or by email as seen above.

Yours Sincerely



Stuart Morton – Team Leader, Highways Development Planning