



Land South of Lower Road, Bedhampton

Agreed Statement on Transport Matters

Client: Bargate Homes

i-Transport Ref: SJ/ITB12174-009C R

Date: 17 December 2020

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Quality Management

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AGREED STATEMENT ON TRANSPORT MATTERS (HCC)

BETWEEN

BARGATE HOMES

&

HAMPSHIRE COUNTY COUNCIL



Signed

Steve Jenkins BSc (Hons) MSc

MCIHT MRTPI

Partner

i-Transport LLP

Dated 17/12/2020.....

(on behalf of Bargate Homes)



Signed

Gemma McCart

Transport Team Leader

Highways Development Planning

Hampshire County Council

Dated 17/12/2020.....

Contents

SECTION 1	INTRODUCTION	1
SECTION 2	PROPOSED DEVELOPMENT	5
SECTION 3	EXISTING TRANSPORT SITUATION	6
SECTION 4	SITE ACCESS ARRANGEMENTS	9
SECTION 5	TRANSPORT SUSTAINABILITY OF THE APPEAL SITE	12
SECTION 6	TRANSPORT IMPACT ASSESSMENT	15
SECTION 7	CONCLUSION	20

Figures

FIGURE T1	SITE LOCATION PLAN
FIGURE TF1	2019 MORNING PEAK HOUR TRAFFIC FLOWS
FIGURE TF2	2019 EVENING PEAK HOUR TRAFFIC FLOWS

Drawings

17.043 102 Rev S	Site layout by HGP
5992:601 Rev C	Access general arrangement by MJA

Appendices

APPENDIX A	HCC HIGHWAY CONSULTATION RESPONSES
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SECTION 1 INTRODUCTION

1.1 Background and Scope of Statement

1.1.1 This Agreed Statement on Transport Matters (ASoTM) forms an agreement between the Highway Authority for the local road network, Hampshire County Council (HCC), and the Appellant, Bargate Homes. This ASoTM is provided to assist the forthcoming appeal against the refusal of Havant Borough Council (HBC) to grant approval to planning application 19/00427 – Land to the south of Lower Road, for:

‘the development of 50 new dwellings together with access, landscaping and open space’.

1.1.2 HCC are the relevant statutory consultee for transport and highways matters which affect the local highway network around the appeal scheme.

1.1.3 To support the application a Transport Statement (TS) was prepared to assess the impacts of the scheme proposals on the local highway and highway users. The TS (Report ref: ITB12174-005A R) considered the following themes in relation to prevailing local and national policies:

- National and Local Policy;
- Existing Transport Conditions;
- Accessibility and Sustainability of the Proposed Site – reviewing current and proposed walking and cycling connectivity and options to travel for various purposes and journey types, using non-car modes; and
- Traffic Impact of the Development Generated Traffic Movements - including detailed assessment of off-site junctions.

1.1.4 The TS concluded that in terms of the National Planning Policy Framework (NPPF) the development proposals met the three key tests set out in paragraph 108, namely:

- Appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location;
- Safe and suitable access to the site can be achieved for all users; and,
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

1.1.5 Having considered the planning application and supporting information HCC provided their consultation response in a letter to HBC dated 23 May 2019 (**Appendix A**). HCC advised that further information was required before a final decision could be reached. This required additional information was as follows:

- In relation to the junction modelling presented in the TS, HCC requested ***"A 5-year future scenario to 2024 should be assessed to gauge how the identified junctions operate following the assignment of development trips on the network. Additionally, the Highway Authority require committed developments to be included, in this case the development to the west of A3(M) known as Forty Acre Farm will need to be taken into account."***
- In relation to the assessment of accessibility to / from local facilities, HCC stated ***"Adopting 2 km. as a reasonable walking distance and 3.2 km. as a maximum regular walking distance is therefore not agreed."*** HCC therefore requested ***"This matter should be reassessed within the TA"*** using a preferred maximum walking distance of 2km.
- In relation to the site access and internal site layout, HCC asked ***"whether the radii of the junction can be increased slightly to aid the movement of a refuse vehicle and other large vehicles in and out of the development"***. In addition, HCC requested ***"tracking will be required to show how a super large refuse vehicle can turn in to and out of all roads including accessing and egressing Lower Road"***.
- Following discussions on the above points, HCC also requested that ***"a walking/cycling audit be undertaken to understand the existing condition of the likely walking/cycling routes to School"*** where the school in question was in excess of the 2km walking distance referred to by HCC.

1.1.6 A Technical Note was prepared (Report ref: ITB12174-007B TN) to address these points. A final version of TN ITB12174-007B TN was formally accepted by HCC and supplements the information in the TS.

1.1.7 As a result HCC prepared a further consultation response (dated 14 November 2019) concluding that ***"the applicant has adequately addressed the issues raised in the Highway Authority's previous response"*** and ***"the Highway Authority therefore recommend no objection to the application"*** (subject to conditions and obligations).

1.1.8 This position was reported to members at a Planning Committee meeting on 23 January 2020, with an officer recommendation for approval. Members deferred making a decision at this meeting.

1.1.9 Following the decision to defer for further information, the planning committee voted on 5 March 2020 to refuse planning permission, citing the following reasons:

1 - The proposed development would adversely affect the open character and appearance of the setting to this part of the Old Bedhampton Conservation Area by reason of the scale of the development and the loss of agricultural land which provides a setting to the Conservation Area. These adverse effects are not outweighed by the benefits of the scheme. The proposal is therefore contrary to Policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011, Policy DM20 of the Havant Borough Local Plan (Allocations) 2014, and the National Planning Policy Framework.

2 - Binding arrangements are not in place to secure the following aspects of the development, as a result of which it is not considered that the development could be undertaken in a satisfactory manner.

- ***Affordable Housing***
- ***S106 monitoring fee***
- ***Open Space, orchard, children's allotments and associated infrastructure should be provided by the developer and arrangements for maintenance incorporated in the Management Plan. Including measures to ensure that the open space is managed in a Nutrient Neutral manner***
- ***Solent Recreation Mitigation Strategy contribution currently £33,975.70***
- ***SUDS bond***
- ***A contribution towards Health of £8,000 8. Mitigation Payment to the SWBGS of £329,036.40 for loss of secondary support habitat***
- ***Permissive paths Our Ref: APP/19/00427***
- ***A contribution towards a Community worker of £12,500***
- ***Delivery of site access works via a S278 agreement, prior to commencement of development.***
- ***Financial contribution of £23,489 to be paid towards the route to school improvements identified in drawing number ITB12174-GA-007 Rev A prior to occupation of any dwelling***

The carrying out of the development in the absence of such provision would result in an unsatisfactory and unsustainable form of development having due regard to Policies CS1, CS7, CS8, CS9, CS11, CS13, CS15, CS16, CS19, CS20, CS21, DM13 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011; Policies DM20, DM23 and DM24 of the Havant Borough Local Plan (Allocations) 2014; the Conservation of Habitats and Species Regulations 2017 (as amended); and the National Planning Policy Framework.

- 1.1.10 It is noted therefore that other than the indirect reference to Section 278 works and off-site pedestrian route improvement works – both of which are referenced only in terms of delivery or funding agreements, there were no identified highways reasons for refusal.

SECTION 2 PROPOSED DEVELOPMENT

2.1 Site Description and Context

- 2.1.1 The Appeal site is located to the south of Bedhampton, with the existing residential area located to the north. The site is bordered to the north by Lower Road, the railway line and A27 Trunk Road to the south, the A3(M) to the west and an open field and Mill Lane beyond to the east. A site location plan is provided in **Figure T1**.

2.2 Development Proposal

- 2.2.1 The proposed development consists of 50 residential dwellings, 30% of which would be affordable dwellings and communal open space, community orchards and children's allotments. The proposed site layout is shown on **drawing 17.043 102 Rev S**.
- 2.2.2 The development will be provided with a single point of vehicular access into the site from Lower Road, this will take the form of a simple three-arm priority-controlled junction, with the site access as the minor arm, giving way to traffic on Lower Road.
- 2.2.3 The site access road will be provided to a width of 5.5m. A separate footway of 2m width will be provided to both the east and west. At the junction with Lower Road, visibility splays of 2.4m by 43m will be achieved to either direction, which are in excess of those that would be required based on the measured vehicle speeds.
- 2.2.4 To the west of the site access, a new pedestrian footway along Lower Road will be provided within the site boundary - to avoid impacting upon the (existing) hedgerow to connect into the existing footway network on Lodge Road. A further footway will be provided to the east (also within the site boundary) to provide access towards Brookside Road.
- 2.2.5 The site access road layout, visibility splays and new footway at the junction accord with relevant design standards and are illustrated in MJA **drawing 5992:601 Rev C**.

SECTION 3 EXISTING TRANSPORT SITUATION

3.1 Summary

3.1.1 Details of the existing transport situation as outlined within Section 3 of the Transport Statement (report ref: ITB12174-005A R) are agreed including:

- The existing pedestrian and cycling facilities in the vicinity of the site – including the approx. 50m section of Lower Road which does not have a footway;
- Local public rights of way network;
- Existing public transport facilities and services; and
- Local services and facilities.

3.2 Transport data collection

3.2.1 To establish existing traffic flows on the local highway network traffic counts were carried out. The coverage, dates, times and results of the traffic surveys undertaken are agreed. The surveys carried out are agreed to be representative of 'normal' traffic conditions and are agreed to be an acceptable basis for the assessment.

Vehicles

3.2.2 Existing conditions were recorded through Automated Traffic Count (ATC) surveys, undertaken in two locations (Lower Road and Bidbury Lane) to establish the baseline traffic flow between 11 September 2016 and 20 September 2016 and 6 October 2016 and 14 October 2016.

3.2.3 In addition, Manual Classified Counts (MCC) were undertaken at the junction of Brookside Road / Bedhampton Road and the Bedhampton Road / Bedhampton Hill / Maylands Road roundabout on Wednesday 10 May 2017 and recorded morning and evening peak period traffic flows.

Pedestrians and cyclists

3.2.4 To understand the current pedestrian and cycle movements on Lower Road, two four-day surveys were undertaken and provided data for each day (0700 – 1900). The initial survey was undertaken from Thursday 19 April 2018 to Sunday 22 April 2018, however road works were in place at the time and therefore the results were not considered to be fully representative of normal pedestrian and cycle movements and therefore the site was re-surveyed from Thursday

10 May to Sunday 13 May 2018. Video footage was also obtained to understand the routes taken by pedestrian and cyclists. Surveys were located to obtain information about the current movements on the section of Lower Road which has no footway provision.

- 3.2.5 All traffic and walking and cycling survey locations are agreed with HCC and it is agreed that they were carried out in periods outside of the school holidays and as such the results of the surveys (excluding the pedestrian and cycle surveys between Thursday 19 April 2018 to Sunday 22 April 2018) are agreed to reflect normal traffic flow conditions.

3.3 Traffic volumes

- 3.3.1 Analysis of the MCC and ATC traffic data identified the morning peak hour as 0730 to 0830 and the evening peak hour period has been identified as 1630 to 1730. This is agreed.
- 3.3.2 A summary of the agreed observed traffic flows on the surveyed local highway network during the peak hours are shown in **Table 3.1**.

Table 3.1: Summary of Existing Traffic Flows (Two-Way)

Location	Time Period	Southbound (Total Vehicles)	Northbound (Total Vehicles)	Two-Way (Total Vehicles)
Lower Road	Morning Peak	18	42	60
	Evening Peak	29	29	58
Bidbury Lane	Morning Peak	12	9	21
	Evening Peak	20	20	40

- 3.3.3 The agreed baseline traffic flows for the morning and evening peak hours are illustrated on **Figures TF1** and **TF2** respectively.

3.4 Traffic Speeds

- 3.4.1 The ATC surveys also recorded vehicle speeds. Two separate ATCs were located in the vicinity of the proposed site access on Lower Road. One ATC was located approximately 25m east of the proposed site access on the bend of Lower Road with the second on Lower Road located circa 70m west of the site access. The recorded vehicle speeds along Lower Road have been presented in **Table 3.2** below (wet weather speed adjustments were carried out to derive wet weather speeds). The resultant 85th percentile wet weather speeds and dry weather speeds are shown in **Table 3.2**.

Table 3.2: Lower Road Speeds (Weekday Average) for Site Access

Lower Road	85 th %tile Speed	85 th %tile Wet Weather Speed
Eastbound	20.6mph	18.1mph
Westbound	18.2mph	15.7mph

Source: ATC Surveys September and October 2016

3.5 Pedestrians and Cyclists

- 3.5.1 The results of the May 2018 pedestrian and cyclist surveys are agreed. The results are set out in Technical Note ITB12174-006 which is Appendix I of the Transport Statement.

SECTION 4 SITE ACCESS ARRANGEMENTS

- 4.1.1 The proposed development consists of 50 residential dwellings, 30% of which would be affordable dwellings. The proposed site layout is shown on **drawing 17.043 102 Rev S**.
- 4.1.2 The site access strategy is agreed and includes new footway connections within the site frontage, to the east and west.
- 4.1.3 The development will be provided with a single point of vehicular access into the site from Lower Road, this will take the form of a simple three-arm priority-controlled junction, with the site access as the minor arm, giving way to traffic on Lower Road.
- 4.1.4 The site access road will be provided to a width of 5.5m. A separate footway of 2m width will be provided to both the east and west. At the junction with Lower Road, visibility splays of 2.4m by 43m will be achieved to either direction, which are in excess of those that would be required based on the measured vehicle speeds.
- 4.1.5 To the west of the site access, a new pedestrian footway along Lower Road will be provided within the site boundary - to avoid impacting upon the (existing) hedgerow to connect into the existing footway network on Lodge Road. A further footway will be provided to the east (also within the site boundary) to provide access towards Brookside Road.
- 4.1.6 The site access road layout, visibility splays and new footway at the junction accord with relevant design standards and are illustrated in MJA **drawing 5992:601 Rev C**.
- 4.1.7 The key features of the agreed access and new footway are:
- A new simple priority junction;
 - A site access road with 5.5m wide carriageway;
 - Visibility splays of 43m, which are in excess of those required based on the measured 85th percentile vehicle speeds; and
 - A new pedestrian footway along Lower Road (within the site) to the west connecting with the existing footway network in Lodge Road and a footway to the east (within the site) to provide access towards Brookside Road.
- 4.1.8 It is agreed that the access proposals as shown in principle on **drawing 5992:601 Rev C** are acceptable in safety and capacity terms and are deliverable and will be the subject of HCC's

normal post planning design checking processes through the provisions of Section 278 of the Highways Act 1980 should the development be permitted.

HCC Pre-Application Design Review (PADR) process

- 4.1.9 The site access arrangements involve works on the public highway and in line with Hampshire County Council's (HCC) Section 278 Procedures, a Pre-Application Design Review (PADR) package was submitted to establish the acceptability of the access works 'in principle'.
- 4.1.10 HCC produced a PADR report in March 2017 which confirmed the geometric layout of the proposed access was suitable for this type of development.

Swept path analysis

- 4.1.11 The proposed site access has been tracked for the swept path movements of a 11.20m refuse collection vehicle for inbound and outbound movements and this has also been agreed with HCC. This is shown in MJA **drawing 5992:P90**.

Road Safety Audit

- 4.1.12 To consider the safety of the proposed access, a Stage 1 Road safety Audit (compliant with the relevant guidance at the time of submission) was completed. The auditors' recommendations were accepted and noted within the integral Designers Response.
- 4.1.13 In addition, a combined Stage 1 and 2 Road Safety Audit was completed in October 2019 in respect on the proposed on-site layout. The auditors' recommendations were accepted and noted within the integral Designers Response and the final site layout on **drawing 17.043 102 Rev S** reflects the changes required by the auditor.

4.2 Summary

- 4.2.1 In respect of the proposed site access works shown in principle on **drawing 5992:601 Rev C** it is agreed that:
- The access arrangements offer appropriate geometry to accommodate the requirements of the development, that the works are designed in line with the relevant design guidelines, and that the access offers suitable access to the site for all expected forms of travel;

- An Independent Stage 1 Road Safety Audit of the proposed main site access arrangement has been carried out and a combined Stage 1 and 2 Road Safety Audit of the on-site layout has been completed. Neither Road Safety Audits raise any safety issues that have not been resolved to the satisfaction of HCC;
- The proposed access arrangement has been assessed using junction assessment software (Junctions 9) and the access is shown to operate within capacity; and,
- The proposals are agreed as technically acceptable and deliverable within the extent of the highway or land controlled by the applicant.

4.2.2 It is agreed that the access arrangements will deliver safe and suitable access to the appeal scheme for all people and in that respect it is agreed that the development proposal complies with relevant policy, including paragraph 108 of the NPPF and are deliverable and will be the subject of HCC's normal post planning design checking processes through the provisions of Section 278 of the Highways Act 1980.

SECTION 5 TRANSPORT SUSTAINABILITY OF THE APPEAL SITE

5.1 Overview

- 5.1.1 It is agreed that when considered alongside the additional transport information in Technical Note ITB12174-007B that Section 3 and 5 of the Transport Statement (report ref: ITB12174-005B R), present an acceptable assessment of local transport facilities, existing conditions and the transport sustainability of the development proposal.
- 5.1.2 In the context of the assessment and the agreed mitigation package, it is agreed that the site is located within acceptable walking and / or cycling distance of a range of facilities including primary education, local shopping facilities and employment. Further facilities in Portsmouth and Chichester city centres including additional employment, retail and leisure can be accessed by bus or train.

5.2 Walking

- 5.2.1 It is agreed that when considered alongside the additional transport information in Technical Note ITB12174-007B that Section 3 and 5 of the Transport and Technical Note ref: ITB12174-007B TN demonstrate an acceptable range of local facilities can be accessed within the 2km 'maximum preferred' walking distance (ref: HCC's reference to the CIHT 'providing for journeys on foot' publication).
- 5.2.2 It is agreed that the provision of the new footways within the site and connecting to Lower Road provide acceptable access by foot to the site.

Lower Road – section with no footway

- 5.2.3 It is agreed that the use by vehicles, cyclists and pedestrians of an approx. 50m section of Lower Road with no footway is safe, suitable and that the current safe operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.
- 5.2.4 It is agreed that HCC has carefully considered the impact of the development on this section of Lower Road via an independent assessment. This assessment took account of vehicle speeds, inter-visibility between pedestrians and vehicles, a review of accident data for the past 20 years and traffic volumes. In addition, Hampshire County Council's safety auditor also reviewed the

impact of the proposed development at this location and considered that the current operation of Lower Road will not be affected by the additional vehicular and pedestrian flow.

5.2.5 It is agreed that vehicle use is forecast to increase by 26 trips in the morning and evening peak hours and pedestrian use is forecast to increase by 12 in the morning peak and 8 in the evening peak. It is agreed that measured 85th percentile vehicle speeds are 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather).

5.2.6 It is agreed that the development will not lead to an unacceptable impact on highway safety or a severe impact on the road network and as such it is agreed that the section of Lower Road with no footway is acceptable. Further it is agreed that there is an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. This alternative route is lit and surfaced and the agreed site access works provide connection to it.

5.3 Cycling

5.3.1 It is agreed that Lower Road is part of the HBC formal cycle network (full mapping is provided in the Transport Statement at Appendix B) and other local roads are also identified as being suitable for cycling. The road network is subject to a 30mph speed limit and is lightly trafficked making it safe and convenient for cycling in accordance with Paragraph 6.4.1 of Manual for Streets and figure 4.1 of LTN1/20.

5.3.2 It is also agreed that Lower Road provides a cycle connection to the National Cycle Route Network at the 'Rusty Cutter' roundabout where NCN 22 can be accessed for cycle journeys to Portsmouth.

5.4 Public Transport

5.4.1 It is agreed that the site is adequately served by bus with numbers 21 and 23 calling at the stops on Bedhampton Road (approx. 500m walk) from the centre of the site. The bus stops provide up to ten services per hour to destinations including Portsmouth, Havant and Southsea.

5.4.2 It is agreed that the nearest rail station to the proposed development site is Bedhampton Railway Station which is located within the accepted 2km preferred maximum walking distance (Ref: Table 3.2 CIHT Providing for Journeys on Foot) to the northeast of the proposed site. The station also provides cycling facilities with the capacity for 20 bicycle parking spaces.

5.5 **Proposed improvements to sustainable transport**

- 5.5.1 In addition to the pedestrian improvements at the site access it is agreed that a further assessment of the walking routes to local schools was undertaken as part of Technical Note ref: ITB12174-007B TN. As a result of the work undertaken it was agreed that a contribution of £23,489 would be made towards a series of physical improvements to walking routes to schools.

5.6 **Summary**

- 5.6.1 It is agreed that the development proposal complies with current local and national transport policy in particular paragraph 108 and 109 of the NPPF, by promoting development in a location where there is accessibility to a range of destinations by a choice of modes of transport.

SECTION 6 TRANSPORT IMPACT ASSESSMENT

6.1.1 The extent of the study area for the Transport Statement (report ref: ITB12174-005 R), the approach to assessment, and the detail of the parameters used to undertake the traffic impact assessment are all agreed. This section summarises the agreed assessment.

6.2 Scope of Assessment

6.2.1 The scope of the assessment is agreed with HCC and comprises the following off-site locations and junctions that have been assessed and modelled within the TS:

- The site access junction;
- Lower Road;
- The junction of Brookside Road and Bedhampton Road; and
- The Bedhampton Road / Bedhampton Hill roundabout junction.

6.3 Committed Development

6.3.1 The committed developments in the study area, which are explicitly accounted for in the traffic modelling, are agreed including the relevant traffic generation, distribution and assignment data.

6.3.2 The site has been assessed against the existing local road network conditions and with the following committed development as agreed with HCC

- The Forty Acre Farm development (Ref: 18/00450 - 320 dwellings and a 66-bedroom care home (which was yet to be granted planning permission at the time of the TS but was included in the emerging Havant Borough Council (HBC) Local Plan and has subsequently received planning permission and thus considered to be committed).

6.4 Design Year and Background traffic growth

6.4.1 The recorded traffic flows within the study area (see Figures TF1 and TF2) have been growthed to an assumed opening year of 2019 using factors from TEMPRO / NTM database AF09 Dataset. The 2019 'opening year' traffic flows within the TS are agreed and it is agreed that these remain suitable as a baseline assessment for conditions prior to development of the site.

- 6.4.2 It is also agreed that a Design Year of opening +5 years has also been assessed. This 2024 future year was achieved by deriving growth rates from TEMPRO as above but for the 2019 to 2024 period. Both the growth rates and the resulting flows are agreed with HCC.

6.5 Trip Generation

- 6.5.1 The vehicular trip generation of the appeal scheme has been estimated using residential vehicle trip rates derived from the TRICS database and agreed with HCC.
- 6.5.2 It is agreed that the vehicular trip rates incorporated within the assessment are robust. The two-way peak hour trip rates used in the TA are 0.518 per dwelling in the morning and 0.517 in the evening peak hour, equating to 26 vehicular trips in each respective peak hour.
- 6.5.3 The agreed traffic generation is summarised in **Table 6.1** and identifies that the proposals are forecast to generate less than one vehicle movement every two minutes in the peak hours on average.

Table 6.1: Development Proposal Traffic Generation – 50 homes

Time	Trips		
	Arrivals	Departures	Total
Weekday AM Peak Hour	10	19	26
Weekday PM Peak Hour	18	8	26

6.6 Development Trip Distribution and Assignment

- 6.6.1 It is agreed that the following method of estimating the distribution and assignment of development trips, as set out in Section 6 of the TS (report ref: ITB12174-005A R), is an accepted and robust approach:
- Disaggregation of commuting and non-commuting purposes based on National Travel Survey data (the National Travel Survey 2014 identifies that 46% of the peak vehicular trips being for employment journeys);
 - Census Journey to Work data used to establish the destinations of commuting trips (based on journey to work data for the Havant 018 MSOA);

- A simple gravity model (using population and distance data) used to establish non-commuting trip destinations;
- The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment.
- Trips were then assigned to the local network using Google Maps 'Destinations' facility, applying the shortest journey time to each destination.

6.7 Junction Modelling, Traffic Impact and Mitigation

6.7.1 Junction operational assessments have been carried out for the Opening Year and Future Year using industry standard computer modelling software, including TRL's Junctions 9 for priority junctions and roundabouts.

6.7.2 HCC has reviewed the junction modelling, presented in Section 6.7 of the TS (report ref: ITB12174-005A R) and supplemented with the additional assessment in Section 2.0 of the Response note (ref ITB12174-007B TN) which covered the Future Year and it is agreed that the assessments satisfactorily assesses the impacts of the development. These assessments concluded that the impacts of the development are not severe as defined by NPPF (Para 109) necessary to refuse permission.

6.7.3 As discussed above and at 6.2 in the TS and as agreed with HCC, operational assessments have been undertaken using the TRL program 'Junctions 9' for:

- The site access / Lower Road junction;
- The Brookside Road / Bedhampton Road junction; and
- The Bedhampton Road / Bedhampton Hill roundabout junction.

Proposed Site Access

6.7.4 It is agreed that the assessments demonstrate that the proposed site access will operate with spare capacity and will accommodate the proposed development traffic in the morning and evening peak hours without queuing or material delay.

Lower Road

6.7.5 It is agreed that the use by vehicles, cyclists and pedestrians of an approx. 50m section of Lower Road with no footway is safe, suitable and will not be affected by the additional vehicular and pedestrian flows.

- 6.7.6 It is agreed that HCC has considered the impact of the development on this section of Lower Road via an independent assessment. This assessment took account of vehicle speeds, inter-visibility between pedestrians and vehicles, a review of accident data for the past 20 years and traffic volumes. In addition, Hampshire County Council's safety auditor also reviewed the impact of the proposed development at this location and considered that the current operation of Lower Road will not be affected by the additional vehicular and pedestrian flow.
- 6.7.7 It is agreed that vehicle use is forecast to increase by 26 trips in the morning and evening peak hours and pedestrian use is forecast to increase by 12 in the morning peak and 8 in the evening peak. It is agreed that measured 85th percentile vehicle speeds are 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather).
- 6.7.8 It is agreed that the development will not lead to an unacceptable impact on highway safety or a severe impact on the road network and as such it is agreed that the section of Lower Road with no footway is acceptable. Further it is agreed that there is an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. This alternative route is lit and surfaced and the agreed site access works provide a connection to it.

Brookside Road / Bedhampton Road priority junction

- 6.7.9 It is agreed that the assessments show that the Brookside Road / Bedhampton Road priority junction operates within capacity and can accommodate the proposed development traffic in the morning and evening peak hours with assessment agreed to show the impact of the development is not severe as defined by NPPF (Para 109) necessary to refuse permission.

Bedhampton Road / Bedhampton Hill roundabout junction

- 6.7.10 It is agreed that the assessments demonstrate that in the 'without development' scenario in the morning peak this junction operates satisfactorily within capacity. In the evening peak the junction operates towards the upper levels of capacity, albeit within capacity.
- 6.7.11 When the 'with development' results are compared to the 'without development' results in both the morning and evening peaks there is a minimal deterioration in junction performance. This is a consequence of the limited level of development trips that would pass through this junction – forecast as a maximum of 17 vehicle movements in the peak hours, equivalent to an average of less than one additional vehicle every three to four minutes, representing a 0.58%-0.75% increase in the peak hours.

- 6.7.12 It is agreed that the additional traffic flow at the roundabout will primarily be generated by background growth and that the impact arising from the proposed development on this junction is not severe and the Highway Authority does not consider that a contribution towards the roundabout would meet the three CIL tests, specifically that it is necessary to make the development acceptable in planning terms.
- 6.7.13 It is agreed that the agreed financial contribution towards improving sustainable transport infrastructure from the development to the catchment schools will further lessen the number of vehicular trips at the roundabout every minute during the peak hours. The HCC response on this issue is provided at **Appendix A**.

Traffic Modelling Summary

- 6.7.14 Having assessed the site access junction and key off-site junctions, it is agreed that the impact of the development proposals will not be severe as defined by NPPF (Para 109) necessary to refuse permission.

6.8 Construction traffic management

- 6.8.1 It is agreed that a Construction Traffic Management Plan (CTMP) will be prepared and agreed prior to the commencement of development and that construction traffic will not have a severe traffic impact or unacceptable highway safety impact on the highway network.

SECTION 7 CONCLUSION

7.1.1 It is agreed that the TS (report ref: ITB12174-005A R) when supplemented by the Additional Transport Information Note (Ref: ITB12174-007B TN) that was prepared by i-Transport and submitted to accompany the Appeal scheme is agreed and the parameters on which the traffic assessment is based are acceptable.

7.1.2 To promote sustainable development and to mitigate adverse transport impacts a package of improvements and contributions has been developed and agreed which will be secured through planning conditions and the Section 106 Legal Agreement. The package of measures comprises the following:

Delivery of Safe and Suitable Site Access

- Site access onto Lower Road with new footway connections through the site onto Lower Road with associated uncontrolled crossing to Lodge Road as shown on **drawing 5992:601 Rev C**.

Mitigating Off-Site Traffic Impacts

- Payment of a financial contribution of £23,489 towards the delivery of off-site improvements to walking routes to schools; and
- Delivery of a Construction Traffic Management Plan to control, manage and mitigate the construction stage impacts of the development.

Maximising Sustainable Transport Opportunities

- The delivery of new footway connections through the site onto Lower Road with associated uncontrolled crossing to Lodge Road as shown on **drawing 5992:601 Rev C**; and
- Payment of a financial contribution of £23,489 towards the delivery of off-site improvements to walking routes to schools.

7.1.3 It is agreed that the bespoke transport mitigation:

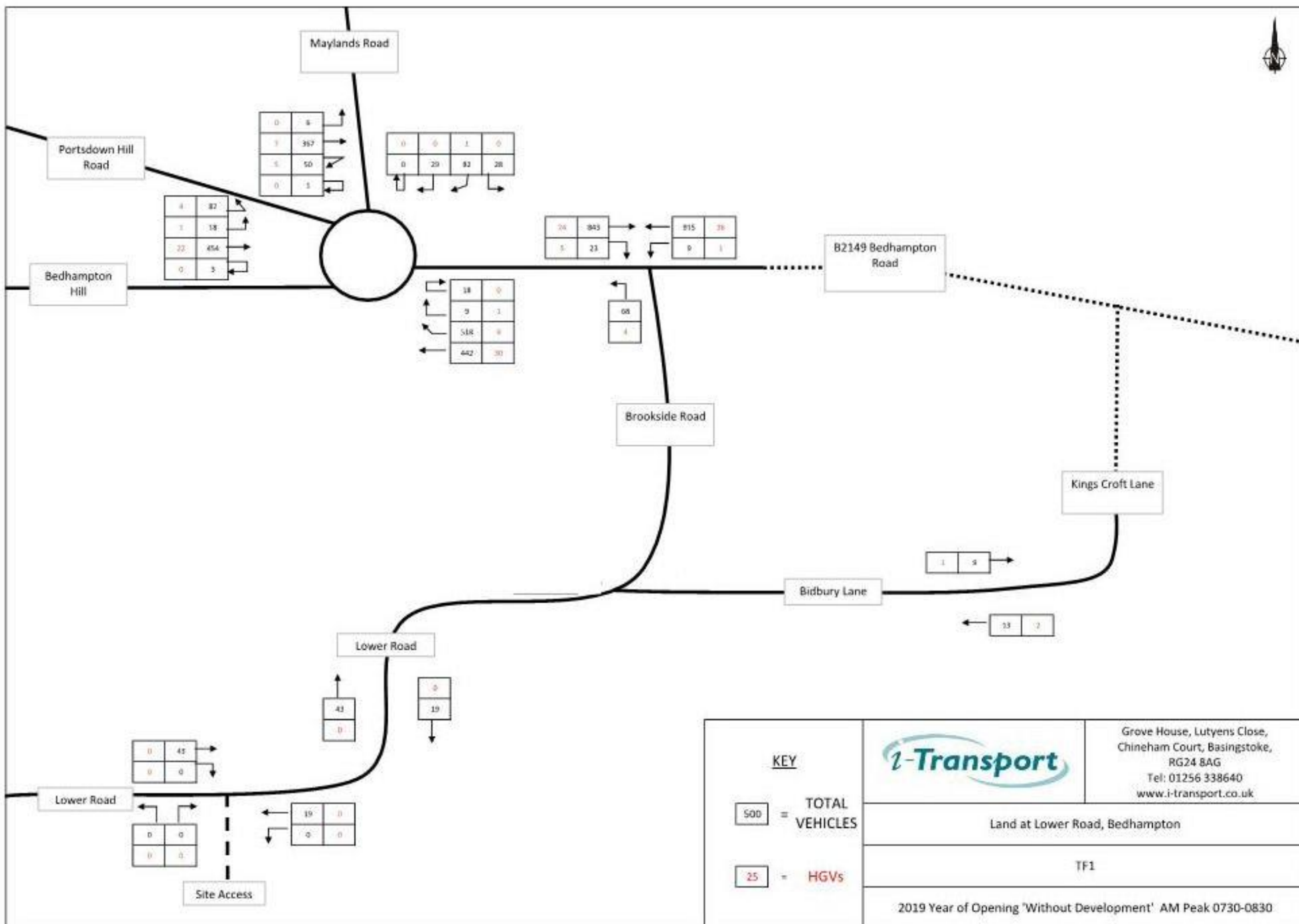
- Presents a package of cost-effective improvements that is shown to be necessary to mitigate the predicted impacts of the development and in line with the NPPF at paragraph 108 and 109 ensures that the development:

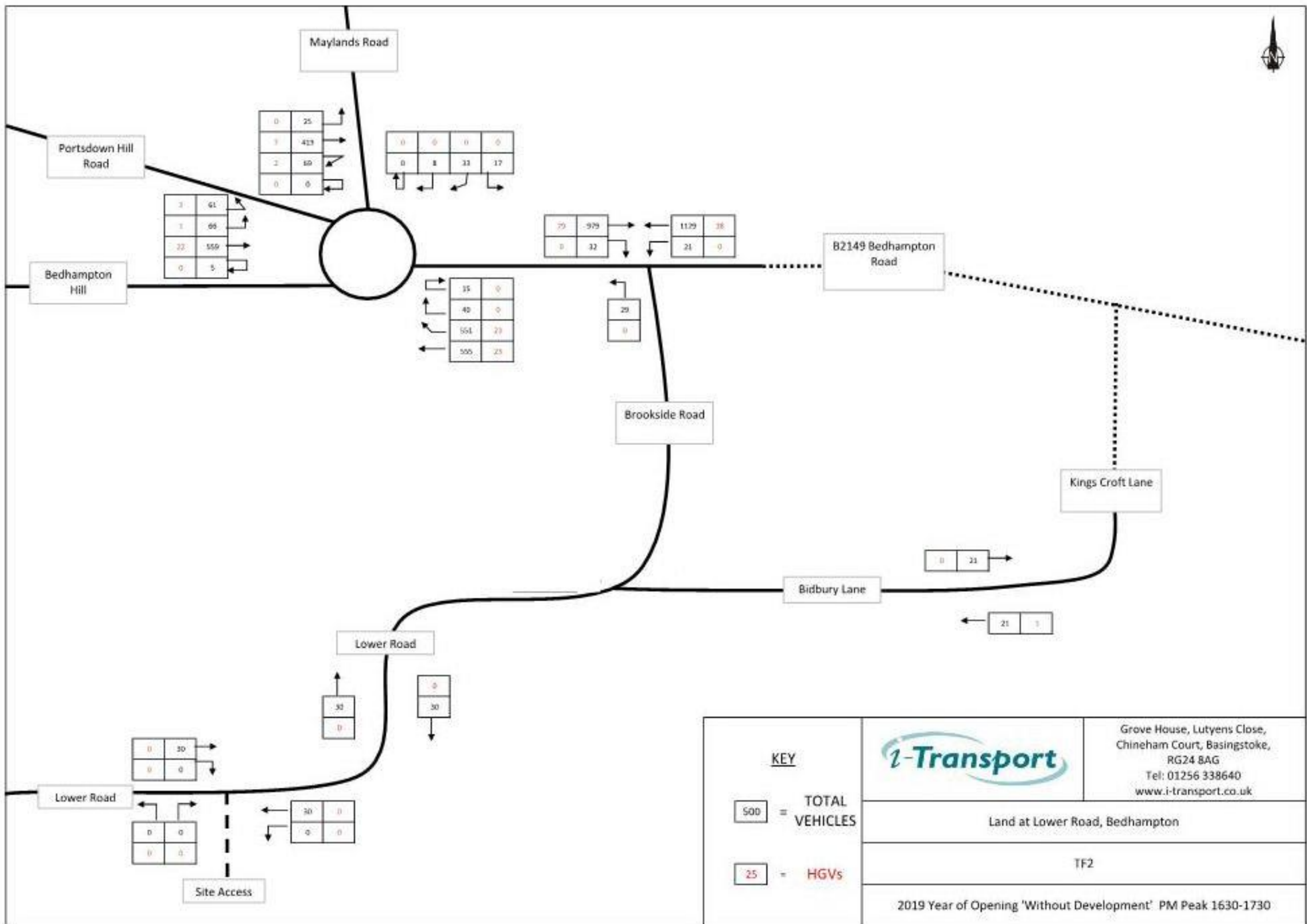
- provides safe and suitable access for all people;
 - takes up opportunities for sustainable travel modes; and
 - does not result in a severe residual cumulative impact.
- Identifies works that are directly related in form and function to the predicted impact of the proposed development, mitigating the impacts of traffic generated by the development and encouraging improved all mode access to the development; and
 - Is reasonably related in scale and kind to the development being based on the specific and proportionate costs required to deliver works that are shown to be needed to mitigate the impact of the development.

7.1.4 Subject to the delivery of the mitigation package at 7.1.2, it is agreed that:

- The site is in a sustainable location, adequately located to local facilities and services, and in that respect, it is compliant with paragraph 108 of the NPPF. It is agreed that the transport mitigation package will provide residents with a choice of travel modes and that the opportunities for sustainable travel are taken up;
- The development proposals deliver safe and suitable access to the site for all modes of travel and that therefore the proposals are compliant with the NPPF paragraph 108; and
- That the appeal scheme and its improvement schemes will not result in a severe residual cumulative traffic impact or unacceptable safety impact on the local road network and as such does not conflict with paragraph 108 or 109 of the NPPF.

FIGURES





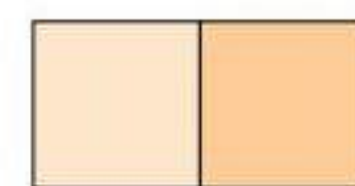
DRAWINGS



ROOF TILE KEY



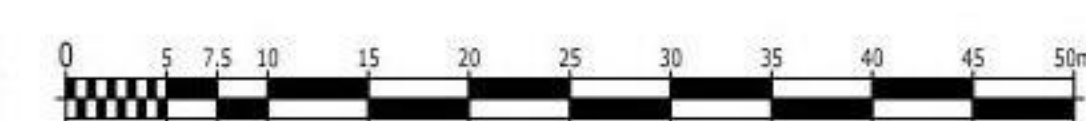
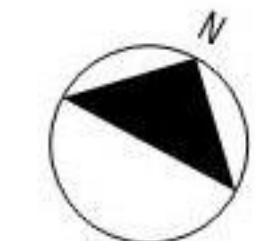
CS26 NATURAL ROOFING SLATE



CLAY LARGE PROFILE PLAIN ROOF TILE TO MAIN ROOFS, SMALL PROFILE PLAIN PORCH TILE TO CO-ORDINATE WITH MAIN ROOF TILE

NOTE:

Proposed replacement tree shelter belt, for details refer to drawing nos 1860-TF-00-00-DR-L-1002 to 1006 by Terrafirma Landscape Architects



Revisions			
K-	Proposed site layout updated inline with planners comments: Plot 16&17, 42-46 House type amended. Plots 3-7, 10&11, 13-25, 40-46 Gardens updated. Footpaths to north of site, connecting site to lower road have been amended. Plot 48 Garage connected to Plot 47 garage. Plot 10-12 Carport Reduced. 3 bay car barns omitted.	13/08/19	TIM/MW
L-	Inline with clients comments & mark-ups received on 19th & 20th August 2019	28/08/19	TIM/HS
M-	Inline with clients comments & mark-ups received on 30th August 2019	03/09/19	IS/HS

Revisions			
N-	Amendments to farm track and plots 16-17 & 42-46 following client comments.	17/09/19	HS
P-Q-	Footpath annotation amended Inline with clients comments & mark-ups received on 18th February 2020	20/09/19	HS
R-	Plot 49 and Plot 50 houses moved west to allow for a 10m garden	21/02/20	DS/HS
S-	Previously indicated Claimed route of footpath shown	26/02/20	DS/HS

Drawing Status			
☐	Preliminary		
☒	Planning		
☐	Building Regulations		
☐	Construction		

Drawing Notes:

For hard and soft landscaping details refer to drawings nos. 1860-TF-00-00-L-1002 - 1006 inclusive by Terrafirma Landscape Architects

To be read in conjunction with HGP Architects Ltd drawing nos. 17.043.100-101, 200-202, 204-223 & 226-227 inclusive

Client



Project Title
Manor Farm, Bedhampton

Document Title
Proposed Site Layout

Drawing Scale / Sheet Size
1/500@A1

Job No:
17.043

Date
June/2018

Drawn by / Checked by
CW/--

Signature

Drawing Number / Revision
102 - S

HGP
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HGP Architects Ltd.
Copyright Reserved.
Check dims. on site.

Notes:

1. Do not scale from this drawing.
2. All dimensions in metres.
3. Survey levels and grid based on Encompass Surveys drawings ENC/240915-7T9. All levels relate to ordnance datum and grid is the ordnance survey national grid.
3. All works shall be completed to the satisfaction of the Hampshire County Council (HCC) representative.
4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant MJA drawing series 5992.
5. All formations will require inspection by Engineer and HCC.
6. All new verge areas to be constructed with 250mm topsoil and seed for a width of 500mm from back of footway edging (not including batter slopes).
7. Verges behind all new kerbing and edging to be made good with 250mm min topsoil and seed.

8. Grass seed to be low maintenance type British seed houses A18 highway verge and embankment mix with sowing rate of 30g/m²
9. Contractor to undertake works in accordance to HCC specification and provided standard details.
- Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.
10. CBRs assumed at 2.5% for costing purposes only. contractor to refer to core samples prior to construction.
11. Existing highway drainage network including gully connections to be investigated and in full working order prior to any new drainage is installed. Min. 150mm gully connections to be installed.
12. Any gullies or gully connections found damaged prior or during works to be replaced.
13. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
14. Any existing services currently within the proposed footway will require lowering/protecting or diverting to the satisfaction of the statutory undertaker. Any amendments to the existing services to be agreed prior to commencement of S278 works

Key:

- | | |
|-------------|---|
| — HB2 — | 125mm Face, 125x255 half battered precast concrete kerb |
| — BN — BN — | Flush Face, 125 x 150mm kerb, flush face for crossings |
| — TK — TK — | 125x255mm precast concrete dropper kerb |
| — EF — | 50x150 EF edging |

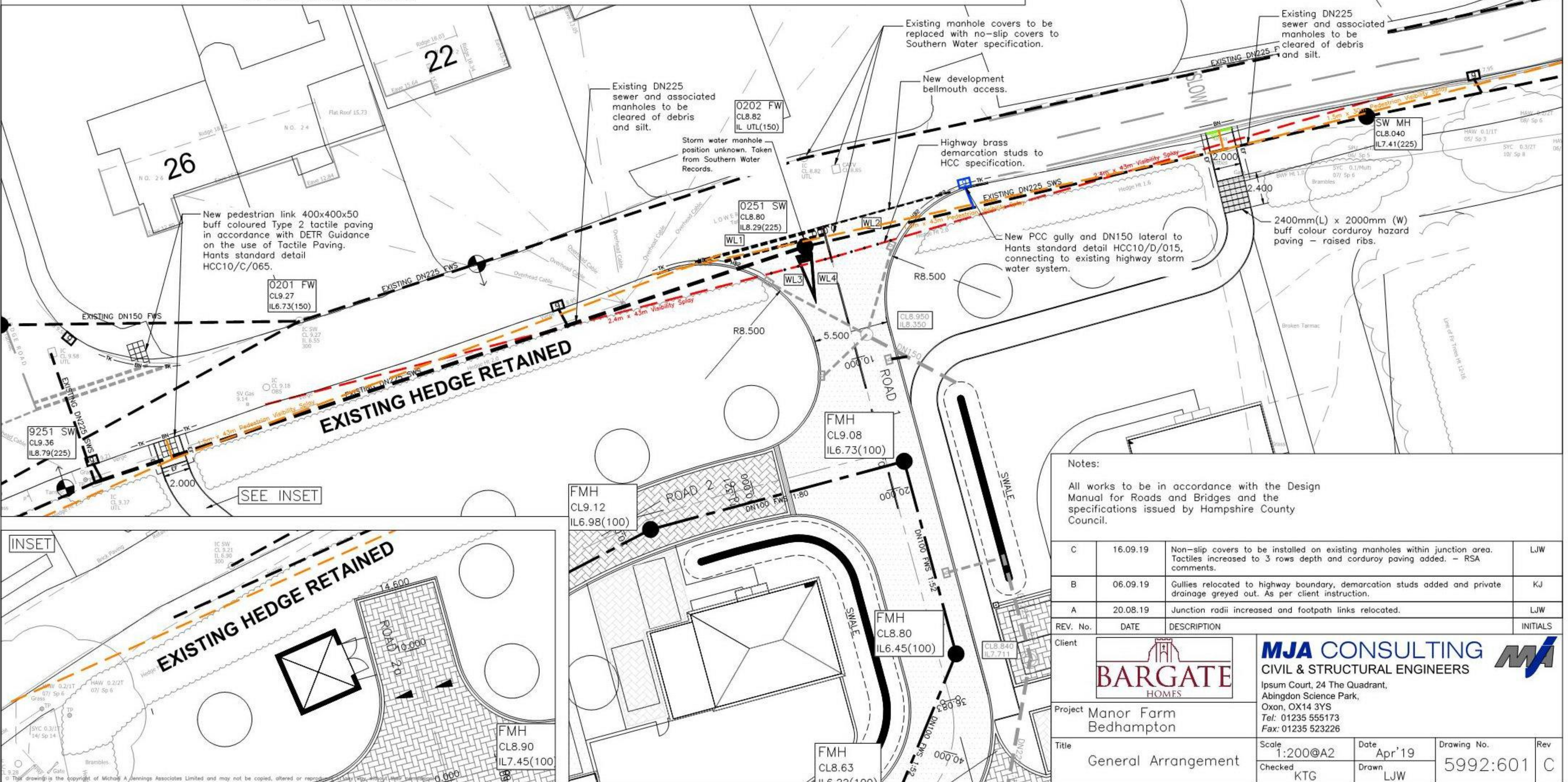
WHITE LINING SCHEDULE

LINE No	REFERENCE No	MARK	GAP	WIDTH	DESCRIPTION
WL1	1003	600	300	200	Give Way Markings
WL2	1009	600	300	100	Edge of carriageway
WL3	1004	4000	2000	100	Lane Markings
WL4	1023	1250x3750			Give Way Triangle Markings

Existing Street Lighting

This drawing is to be read in conjunction with all other drawings listed below

- | | | |
|----------|----------------------|---------|
| 5992:600 | Site Clearance | |
| 5992:601 | General Arrangement | |
| 5992:602 | Levels Layout | |
| 5992:603 | Surfacing Layout | |
| 5992:604 | Longitudinal Section | |
| 5992:605 | Swept Path Analysis | Sheet 1 |
| 5992:606 | Swept Path Analysis | Sheet 2 |
| 5992:607 | Swept Path Analysis | Sheet 3 |
| 5992:608 | Construction Details | |
| 5992:650 | Land Plan | |
| 5992:670 | Location Plan | |



APPENDIX A. HCC Highway consultation responses

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0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Ray Alborough
Direct Line 01962 847 316
Date 23 May 2019

My reference 024645
Your reference APP/19/00427
Email havantdc@hants.gov.uk

Dear ,

Land at Lower Road, Havant

Development of 50 new dwellings together with access, landscaping and open space

I refer to your recent consultation in respect of the above planning application. The Highway Authority's comments on the Transport Statement are :-

Existing Conditions

Walking and Cycling

Lower Road is a rural style road with limited footway provision. Across the site frontage there is currently no footway on the southern side of Lower Road and on the north side provision at its junction with Lodge Road and a short section leading in to and just around the sharp bend at the eastern end of the site. There is another section commencing about 50m. to the north all the way to Brookside Road. There is a link from Lodge Road to Bedhampton Road via Footpath 107 which also connects the site to the wider provision in Bedhampton.

Lower Road makes up part of Havant Borough Council's formal cycle network, signposting cyclists westwards across Rusty Cutter Roundabout or south along Harts Farm Way. Given the lack of footway or other shared use path provision, cycling along Lower Road takes place within the carriageway.

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

Bus

The closest bus stop to the development sits c.550m to the north on Bedhampton Road. The facilities here consist of a bus shelter, flagpole and timetable which are considered sufficient for encouraging the uptake of bus travel from the site. Bus service 21 operates every 10-15 minutes, while service 23 operates every 15 minutes, providing journeys to Portsmouth, Southsea and Havant.

Rail

The nearest train station (Bedhampton Rail Station) is c.1000m northeast of the development, providing regular journeys to destinations further afield. While the station does not benefit from a car park, cycle parking spaces are provided, representing a potential method of travel to replace the private car.

Local Highway Network

Lower Road can accommodate two way vehicular traffic and is subject to a 30mph speed limit. Automatic Traffic Surveys have been undertaken by the applicant to establish vehicle speeds along the road in proximity of the site. The wet weather 85th percentile speeds were recorded as 20.6 mph heading eastbound and 18.2 mph westbound. Vehicular flow has been recorded as 60 two-way movements in the AM peak hour, and 58 in the PM peak hour. Pedestrian and cyclist movements along Lower Road have also been recorded, highlighting Sunday as the busiest day for pedestrians with 149 two-way movements and Friday for cyclists with 104 two-way movements across the day. This level of pedestrian and cycle movements indicates that Lower Road currently operates as a shared surface.

Lower Road terminates to the west of the site, providing vehicular access to approximately 30 dwellings. There is a shared use footpath/cycleway link to the Rusty Cutter Roundabout beyond the end of the carriageway.

Personal Injury Accident Data

Personal Injury Accident (PIA) data has been collected from Hampshire Constabulary for the period between 01/05/11 to 31/01/2018 covering Brookside Road, Lower Road and Lodge Road. No personal Injury Incidents on these roads were recorded across the study period, indicating that there are no existing highway safety issues in the area. The Highway Authority is therefore satisfied that there are no existing safety issues on these roads.

Traffic Impact

To ascertain the likely number of vehicular trips generated by this development, the TRICS database has been consulted to provide trip rates for the AM and PM peak hours. Based on the criteria selected, the total two way trips are identified as 0.518 in

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

the AM peak and 0.517 in the PM peak, corresponding to vehicle trips of 26 in both the peak hours. The Highway Authority has carried out its own review of the likely number of trips from the development and confirm that the trip rates provided are acceptable.

The distribution of these vehicular trips has been split into commuting and business trips, with 46% of trips being for employment and 54% for other purposes (leisure, education, etc.). The distribution assumption for both of these categories has then been calculated. For commuting trips, National Census Journey to Work data has been used for output area Havant 018 MSOA. To understand other journey purpose trips, a gravity model has been by the applicant, focusing on destinations within a 35 minute drive. Combining the outputs for the above places Bedhampton/Havant as the highest trip attractor with 42.02% of all trips, followed by Portsmouth at 22.23% and Waterlooville/Horndean at 11.93%. These trips have been assigned onto the local road network in figures TF6 and TF7 and are considered acceptable.

Junction Modelling

Junction modelling has been undertaken at the following junctions:

- Site Access/Lower Road;
- Brookside Road/Bedhampton Road; and
- Bedhampton Road/Bedhampton Hill roundabout.

Within the modelling assessment, a 2017 base has been used to assess the operational performance of the junctions and 2019 with/without scenario used as a 'future year' to ascertain how development traffic will affect the operational performance of these junctions. Whilst this approach is considered acceptable in principle, we are in 2019, and this should be used as the base year within the modelling, rather than as a future scenario. A 5 year future scenario to 2024 should be assessed to gauge how the identified junctions operate following the assignment of development trips on the network. Additionally the Highway Authority require committed developments to be included, in this case the development to the west of A3(M) known as Forty Acre Farm will need to be taken into account. Detailed modelling comments cannot be provided until clarification is provided on these matters.

Site Access

Vehicular

Proposed vehicular access into the development was progressed through a Pre-Application Design Review with Hampshire County Council. Access into the site is proposed via a bellmouth access, as shown in drawing number ITB12174-GA-002. Visibility splays have been provided at 2.4m x 43m, commensurate with the 30mph speed limit. To reduce hedgerow loss along Lower Road, a 2m wide footway is provided internally in the site, heading west to connect to the existing footway provision at the junction between Lower Road and Lodge Road with a short connection forward

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

of the frontage hedge to the existing post box. This will require the relocation of a street lighting column and a telegraph pole. A section of footway is provided along the site frontage to the east of the access, with tactile paving provided to cross pedestrians to the existing provision on the northern side of Lower Road. It is recommended to shorten this provision by a few metres to better align with lower kerbs on the north side of Lower Road.

The access has been tracked for a super large refuse vehicle, demonstrated in drawing number ITB12174-GA-006, showing the movement is tight based on the bellmouth radii. It should therefore be investigated whether the radii of the junction can be increased slightly to aid the movement of a refuse vehicle and other large vehicles in and out of the development. In addition tracking will be required to show how a super large refuse vehicle can turn in to and out of all road 2 including accessing and egressing Lower Road.

The application includes use of an existing agricultural access for construction purposes and how an articulated vehicle can enter and leave the site. The same should be provided for a large pantechicon vehicle which has different turning requirements.

A Stage 1 Road Safety Audit has been undertaken for the proposal. Comments were raised by the auditor and considered within the designers response which have been reflected in drawing number ITB12174-GA-002. A CTMP will be required prior to development of the site (for approval by the Highway Authority) to manage the movement of construction vehicles to and from the development and to address other issues such as preventing mud from being dragged onto the highway when egressing the site.

Pedestrian and Cycle Access

As mentioned, the frontage of the proposed development on Lower Road does not contain a footway. To address this matter, a 2m wide footway is proposed internal to the site, linking to the junction with Lodge Road to the west via tactile paving. The offer to provide signage towards Footpath 107 and Lodge Road is welcomed, additional signage to the west for pedestrians and cyclists may also be required and should be provided within the S278 design check submission.

Drawing number ITB12174-GA-002 details the footway connection to the east. This link is provided on the corner of Lower Road, linking to the existing footway provision on the northern side of the carriageway. North of this link, the footway terminates for 50m before recommencing on the approach to the junction with Brookside Road. The narrower carriageway at this location means a footway link cannot be provided across the missing section. However, traffic surveys have been carried out with 85th percentile speeds recorded at 21 mph and pedestrian forward visibility provided to 30m. It is therefore considered that the current safe operation of Lower Road as a shared surface

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

across the absent section of footway is unlikely to be compromised by the additional vehicular trips generated by this development.

The distance to local facilities has been assessed from the development based on the criteria set out in the National Travel Survey 2014 which states 800 m. is a "comfortable walking distance", 2 km. is a "reasonable" walking distance and 3.2 km. is a "maximum" walking distance. The Highway Authority does not accept the methodology for determining the likelihood of walking trips. Adopting 2 km. as a reasonable walking distance and 3.2 km. as a maximum regular walking distance is therefore not agreed.

The CIHT publication 'Providing for journeys on foot' states the preferred maximum walking distance is 2 km. for commuting and sight-seeing. Acceptable walking distances are also considered for a range of journey types within this document. This places a number of destinations highlighted in table 5.2 over the maximum distance that pedestrians are prepared to walk. This matter should be reassessed within the TA before further detailed comments on sustainable access to the site can be provided.

Site Layout

As mentioned above further tracking of a super large refuse vehicle is required at the entrance between Lowe Road and Road 2.

It is not clear if the applicant would wish the Highway Authority to adopt the on site roads and footways/paths. If that is the case and if it includes the SUDS then they will be required to only take water draining from the highway and not any roof or other private area. Either way additional space is recommended between the edge of the road and the top of the excavation for the SUDS.

There is a step in road 2 on the north side opposite plot 5, this should be replaced with a smooth transition between the two widths or the whole road kept at a single width.

An explanation of the double line just to the north of road 2, and adjacent to plot 15 would be appreciated.

The tracking drawing for a super large refuse vehicle in front of plot 10 would suggest the most southerly of the two trees shown is unlikely to last very long.

Allocation of all private parking spaces to individual plots is required.

The unallocated spaces (6 in number) are concentrated at the south west end of the site. The number is a matter for the Borough Council, but I recommend their width is increased to 2.5 m. and they are distributed more evenly throughout the site.

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

There is a footpath shown looping through an area of Communal Open Space, the western link of which utilises a private drive serving plots 31 to 33. It is not recommended to have public rights over a shared private drive, but this is a matter for the Borough Council.

Recommendation

The Highway Authority are not currently in a position to provide a positive recommendation until the outstanding information and observations on the internal matters have been satisfactorily addressed and therefore at this time advise an objection on the grounds of :-

1. Inadequate information has been provided to enable the LPA to fully understand the implications of the proposed development on the local highway network.
2. Amendments are required to the layout to make it satisfactory to the LPA.

Yours sincerely,

Ray Alborough

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



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Enquiries to	Chris Hirst	My reference	6/3/13/182
Direct Line	01962 846877	Your reference	APP/19/00427
Date	14 th November 2019	Email	Chris.Hirst@hants.gov.uk

For the attention of D Haywood

Dear Madam,

Land at Lower Road, Havant – Development of 50 new dwellings together with access, landscaping and open space.

Thank you for re-consultation on the above planning application. In response to the Highway Authority's letter dated 23rd May 2019, the applicant has produced a Technical Note aiming to overcome the outstanding highway matters. The following response considers the points raised within this document.

Traffic Modelling

The original transport statement including modelling for the following junctions:

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

It was identified in the Highway Authority's previous response that the modelling has only been undertaken to 2019, which should have been considered as the base year for the assessment. To understand the impact of traffic from this development, the Highway Authority requested modelling to a future year of 2024, including the 'Forty Acre Farm' site (planning reference APP/18/00450) as a committed development.

A subsequent sensitivity test has been undertaken to model the aforementioned junctions to 2024. Under this scenario, the Portsdown Hill Road arm of the Bedhampton Road/Bedhampton Hill Roundabout increases to an RFC of 0.92 and 1.08 in the AM and PM peaks respectively. Whilst the

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

latter is noted to be overcapacity, this is primarily caused by background growth at the roundabout, with the vehicular traffic from this development only resulting in 1 additional movement every 4 minutes across the peak hours. The predicted vehicular flows through this junction of 17 in the AM peak and 15 in the PM peak in 2024 result in an overall increase in vehicular flow of 0.75% and 0.58% in the AM and PM peaks respectively. For this reason, mitigation from this development is not considered necessary.

Accessibility

Nearby facilities were previously assessed against the National Travel Survey 2014 findings which suggested that the maximum distance that pedestrians are prepared to walk is 3.2km. This was disputed by the Highway Authority who asked for a reassessment of the identified facilities against the CIHT 'providing for journeys on foot' publication which considers 2km as the maximum walking distance.

The reassessment shows that while there are a number of employment and retail outside of the 2km bracket, the majority of the identified facilities sit within the 2km 'maximum preferred' walking distance.

The updated accessibility work did highlight that a number of the identified schools sit close to the maximum preferred walking distance. As a result, a route to school audit was requested on the main route to these schools to understand whether there are any improvements required as part of this development to maintain safety and encourage sustainable modes travel to school. Through this assessment, a number of improvements were identified, as detailed in drawing number ITB12174-GA-007 Rev A. The Highway Authority have reviewed these improvements and have agreed to the applicant paying a £23,489 contribution towards the improvements to be secured via a S106 agreement. This is considered adequate mitigation for the forecast increase in vehicular and pedestrian movements on routes to school.

The Highway authority is aware that there is local concern regarding the intensification of use by vehicles and pedestrians of a 50m section Lower Road with no footway. A number of improvement options have been explored; however, the limited width of the highway constrains what is achievable here. The highway authority has carefully considered the impact of the development on the current layout. There have been no recorded accidents over the past 20 years at this location. Vehicle use is forecast to increase by 26 trips in the AM and PM peak hours and pedestrian use by 12 in the AM peak and 8 in the PM peak. Vehicle speeds are low in the area, with 85th percentile speeds of 18.1mph eastbound and 15.7mph westbound (adjusted for wet weather). Hampshire County Council's safety auditor has reviewed the impact of the development on this section of highway and considers that the current safe operation of Lower Road will not be affected by the additional vehicular and pedestrian flows.

Given the above, the Highway Authority does not consider that the development will lead to an unacceptable impact on highway safety or a severe impact on the road network and as such no objection has been raised in relation to this issue. It is noted that there is also an alternative walking route utilising Footpath 107, which is accessed from Lodge Road. This is

partially lit and surfaced; however, the footpath width is restricted. This does offer an alternative route choice, although it is appreciated it may not be attractive to all users at all times.

Site Access

To aid the turning movement of a refuse vehicle, it was requested within the previous response that the radii of the junction was increased. This amendment has been reflected in drawing number MJA 5992:601 Rev C. Also, a reduced length of footway and crossing point to the northern side of Lower Road was requested from the development to provide pedestrian access to the wider network. This amendment has also been reflected in drawing number MJA 5992:601 Rev C. This drawing has been reviewed and is considered acceptable. The access works should be delivered by entering into a S278 agreement with the Highway Authority.

Internal Site Layout

The applicant has confirmed that the internal site layout will not be offered for adoption through a S38 agreement to the Highway Authority. However, to address the comments raised regarding the internal site layout, table 4.1 has been produced by the applicant and included within the Technical Note. This sets out the comments previously raised by the Highway Authority, and how these points have been addressed in the latest drawings.

With the internal roads and footways not being offered for adoption, the Highway Authority raise no objection to the proposals. However, the developer is advised to ensure that the roads and footways are designed to the minimum industry standards and/or Hampshire County Council's best practice as set out in

<https://www.hants.gov.uk/transport/developers/constructionstandards>.

Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>.

Recommendation

The applicant has adequately addressed the issues raised in the Highway Authority's previous response. The Highway Authority therefore recommend no objection to the application, subject to the following conditions and obligations:

S106 Obligations

- Financial contribution of £23,489 to be paid towards the route to school improvements identified in drawing number ITB12174-GA-007 Rev A prior to occupation of any dwelling.
- Site access works, as detailed in drawing number MJA 5992:601 Rev C, to be delivered prior to occupation of any dwelling.

Conditions

- Prior to first occupation the visibility splays shown for the vehicular access and two pedestrian accesses shall be provided so that any obstruction within the splays between 0.6m. and 3m. above the level of the carriageway shall be removed. These splays shall be maintained in this condition thereafter.

Reason:

In the interest of highway safety

- Prior to use at least the first 16m. of access measured from the nearside edge of carriageway of the adjacent highway shall be surfaced in a non-migratory material and shall be maintained in this condition thereafter.

Reason:

In the interest of highway safety

- A 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. 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

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

Yours Faithfully,

Chris Hirst – Assistant Transport Planner

Further to the deferral of the Lower Road planning committee, I have provided some wording below as to why a contribution has not been sought towards the Bedhampton roundabout. If you have any queries or require me to expand further then please let me know.

To understand the vehicular impact of the Lower Road development on the local road network, the Highway Authority requested that the applicant undertook junction modelling for the Bedhampton Hill junction with the industry standard roundabout modelling software known as ARCADY. This modelling exercise included assessing the operation of the roundabout against a future year scenario of 2024.

Under the 2024 'with development' assessment, it was noted that the roundabout was marginally over capacity in the AM and PM peak hours. However, when compared against the total flows through the roundabout during the peak hours in the 2024 'without development' scenario, the vehicular trips of 17 in the AM and 15 in the PM equated to a 0.75% and 0.58% increase in traffic in the respective peaks. This results in an additional movement at the roundabout approximately every 4 minutes. Instead, the additional traffic flow at the roundabout will primarily be generated by background growth. The Highway Authority have secured a contribution towards improving sustainable transport infrastructure from the development to the catchment schools, which will further lessen the number of vehicular trips at the roundabout every minute during the peak hours.

Against this context, the Highway Authority did not consider that a contribution towards the roundabout would meet the 3 CIL tests, specifically that it is necessary to make the development acceptable in planning terms. Should a contribution have been sought, the development would only have been able to fund a proportionate level of the cost of the works. Given that the roundabout is likely to require signalisation, this would have been a small proportion of the overall improvement scheme.

Kind Regards,

Chris Hirst
Transport Planner
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Chris.Hirst@hants.gov.uk

Highways Development Planning
Hampshire County Council
2nd Floor Elizabeth II Court West
The Castle Winchester SO23 8UD

