

TRANSPORT WRITTEN REPRESENTATIONS

LAND AT NEWGATE LANE

ON BEHALF OF FAREHAM LAND LP AND BARGATE HOMES LTD

Prepared by: **Anthony Jones**

Pegasus Group

First Floor | South Wing | Equinox North | Great Park Road | Almondsbury | Bristol | BS32 4QL
T 01454 625945 | **F** 01454 618074 | **W** www.pegasusgroup.co.uk

Birmingham | Bracknell | Bristol | Cambridge | Cirencester | Dublin | East Midlands | Leeds | Liverpool | London | Manchester | Newcastle | Peterborough

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1. INTRODUCTION

- 1.1 Pegasus Group has been jointly instructed by Fareham Land LP and Bargate Homes Ltd to prepare representations to the consultation on the Supplement and supporting evidence documents published by Fareham Borough Council, further to the Issues and Options consultation in July 2019.
- 1.2 Fareham Land LP and Bargate Homes Ltd have interests in an area of land between Newgate Lane and Newgate Lane East (the new relief road) in Peel Common. Applications for outline planning permission (refs. P/18/1118/OA and P/19/0460/OA) have been made at 'Land at Newgate Lane' which together will provide for the development of up to 190 homes.
- 1.3 Representations have been in respect of the site in response to Regulation 18 consultation on the original version of the draft Local Plan in December 2017, and again in July 2019 on the Issues and Options version. The site continues to be promoted through the Local Plan process as it represents a sustainable and deliverable option to deliver much needed housing in this authority.
- 1.4 This report draws on the significant volume of transport work that has been carried out to date to support the current outline planning applications to confirm that vehicular access to the sites can be provided from Old Newgate Lane, and that the location of the site provides the opportunity to maximise accessibility for sustainable modes of travel and minimise vehicular traffic impacts on the local road networks, with the appropriate mitigation.

2. ACCESS

- 2.1 The development sites can deliver safe and suitable access arrangements onto Old Newgate Lane in the form of priority junction arrangements. The achievable visibility splays can be provided commensurate with the recorded 85th percentile vehicle speeds and HCC Technical Guidance Note 3. The design of the junctions is also appropriate to accommodate the turning manoeuvres of an 11.2 metre refuse vehicle.

3. ACCESSIBILITY

3.1 The site is considered to be situated in a good location for sustainable travel, with the potential for short journeys to Fareham Town Centre which provides services and facilities required on a day-to-day basis, as well as supermarkets, Fareham Railway Station and sustainable transport facilities. It is also well located for relatively short employment trips to Stubbington, Fareham and Gosport. The location of the site in the context of the local amenities and facilities are shown on **Figure 1**.

FIGURE 1 – LOCAL FACILITIES AND AMENITIES

- 3.2 It is considered that the existing pedestrian and cycle infrastructure located within the vicinity of the sites are generally of a very good standard providing suitable links and crossing facilities, both uncontrolled and controlled, to all the nearby amenities and facilities.
- 3.3 The developers are also in dialogue with the highway authority at Hampshire County Council to agree reasonable S106 obligations to further improve the local pedestrian and cycle networks. This could include for improvements to the local school walking routes to Peel Common and Crofton Anne Dale Infant and Junior Schools.
- 3.4 In agreement with the highway authority at Hampshire County Council, the development proposals also look to improve the existing uncontrolled pedestrian crossing point between Woodcote Lane and Brookers Lane in the form of a controlled TOUCAN crossing. This will assist future residents in crossing the Newgate Lane bypass to access the bus stops in this location, as well as additional bus stops and services and local amenities and facilities located in Bridgemary.
- 3.5 The existing bus stops located on Newgate Lane bypass serve the 21 / 21A bus services. The 21 / 21A bus services are subsidised, and the developers are in dialogue with the highway authority at Hampshire County Council to support this bus service and associated infrastructure in the vicinity of the site with the provision of reasonable S106 obligations. There is also the opportunity for the proposed allocation of residential development to the south of Fareham, located to the east of the Newgate Lane bypass, to further increase the patronage levels of the 21 / 21A bus service and possibly lead to an increase in the frequency of the 21 / 21A bus services.

- 3.6 The development proposals would provide internal pedestrian and cycling routes to connect with the existing footways and cycleways. These facilities will maximise walking and cycling to services and facilities in the local area. The development would also implement a robust Travel Plan to influence travel habits of new residents. This would be anticipated to reduce single occupancy vehicle trips and encourage public transport patronage.

4. DEVELOPMENT IMPACT ON THE LOCAL HIGHWAY NETWORK

- 4.1 It is not considered that the development sites, with appropriate mitigation, will have a material impact on the operation and safety of the local highway network. This is demonstrated in the Transport Assessments (TA) submitted as part of the current outline planning applications, as identified in **paragraph 1.2** above.
- 4.2 Improvement options to mitigate the impact of the sites at the Old Newgate Lane priority junction with the Newgate Lane bypass are currently being explored and discussed with the highway authority at Hampshire County Council. The primary aim of these discussions is to ensure the free flow of traffic on the bypass is not compromised.
- 4.3 It is also not considered that the development sites will have any material impact on the following junctions, as assessed in the TA's submitted to support the current planning applications:
- i. Speedsfield roundabout and HMS Collingwood signal junction;
 - ii. Newgate Lane / Longfield Avenue / David Way roundabout; and
 - iii. Peel Common signalised roundabout.

5. DRAFT LOCAL PLAN SUPPLEMENT TRANSPORT ASSESSMENT

5.1 At Paragraph 102 to 104, the NPPF details that sustainable transport should be promoted. Paragraph 102 refers to the need at the early stages of plan-making for assessing the potential impacts of development on transport networks, and for the environmental impacts of traffic to be assessed so that adverse impacts can be avoided or mitigated. Paragraph 103 states the need to “actively manage patterns of growth” to support the NPPF’s transport objectives.

5.2 We note that the Draft Local Plan Supplement Transport Assessment has identified 18 junctions that need to be reviewed in greater detail, further to the forecast impact of the Fareham Local Plan. These junctions meet the defined ‘significant’ or ‘severe’ criteria. The Draft Local Plan TA defines the ‘significant’ and ‘severe’ criteria’s as follows:

Significant increase in RFC is where the RFC is greater than 85% and has increased by more than 5%

Severe increase in RFC is where the RFC is greater than 95% and has increased by more than 10%, or where delay is greater than 120 seconds and has increased by more than 60 seconds

5.3 It is understood that there are currently no definitive improvement plans at the junctions identified to mitigate the impact of the draft Fareham Local Plan and that this needs to be explored in further detail. The Draft Local Plan Supplement Transport Assessment advises at paragraph 7.3.5:

"We recommend the list of 18 junctions forecast with either 'significant' or 'severe' impact from the starting point for more detailed review and development of potential mitigation measures as part of a Transport Assessment."

5.4 Page 70 of the Infrastructure Delivery Plan, with reference to the infrastructure required to mitigate the impact of the draft local plan on the local highway network advises:

"The Council will need to work with its partners at Hampshire County Council, Highways England, neighbouring authorities, the Solent LEP, transport providers, developers and other stakeholders to develop strategies and facilitate the transport infrastructure that the Borough needs. Decision making on transport investment will be guided by Hampshire County Council's 'reduce, manage, invest' strategy."

The local plan will need to maintain the function of the M27 and A27 for strategic connectivity in the Solent area and to maintain operational effectiveness of the key corridor.”

- 5.5 It should also be noted that the Draft Local Plan Supplement Transport Assessment for the 2036 baseline scenario identifies 23 junctions as ‘significant’ criteria and a further 16 junctions as ‘severe’ criteria. The baseline scenario does not account for any of the Fareham Local Plan development, except committed sites, and as such it proposed to not review any potential improvement / mitigation measures at these junctions.
- 5.6 At this stage, it is therefore not considered that the draft Fareham Local Plan meets the key requirements of the NPPF as identified in **paragraph 5.1** above, and that the delivery of a number of schemes identified in the Fareham Local Plan are questionable and a risk item. This is because the impacts of the draft Local Plan have not been reviewed in sufficient detail to identify:
- a) what mitigation is required;
 - b) when it is required;
 - c) how the necessary funding for any identified transportation infrastructure will be secured; and
 - d) when the necessary finding will be secured.
- 5.7 In this respect, it is noted that the Longfield Avenue and Peel Common roundabout are identified as having a significant impact in the Draft Local Plan TA. Our own detailed analysis using the Junctions 9 and Linsig modelling software programmes forecast that both junctions are forecast to operate efficiently, with no need for further improvements for a design year of 2036, with the Local Plan scenarios and the traffic associated with the development sites. However, we still consider that further work is required to assess the impact of the Fareham Local Plan as a whole, in order for its proposed transport impact and strategy to be found to be sound.

Draft Allocated HA2 site

- 5.8 It is understood that the majority of the HA2 allocation for 475 dwellings is proposed to be accessed via a new four-arm 45 metre Inscribed Circle Diameter (ICD) roundabout, as shown at **Appendix A**. It is understood that this option is forecast to operate efficiently for a design year of 2036 and does not impact on the free flow of traffic on the Newgate Lane bypass.

APPENDIX A – HA2 ACCESS PROPOSALS

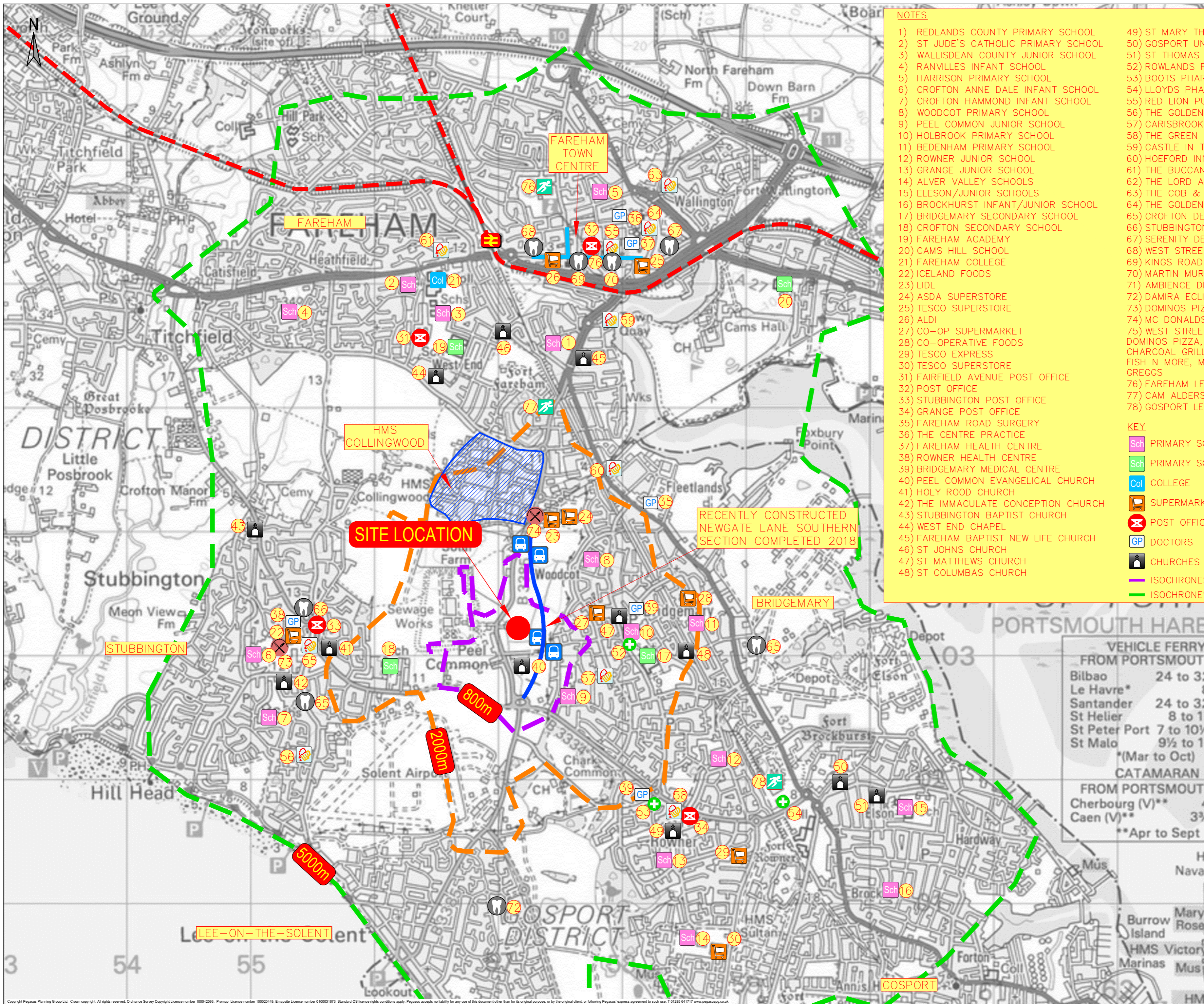
- 5.9 We have assessed the impact of the additional traffic associated with our development sites at the proposed HA2 allocation access. The analysis results conclude that the proposed traffic associated with the development sites would not have a material impact on the operation of the junction and that it would operate efficiently with no material queues or delay for any of the junction arms.
- 5.10 It is therefore not considered, with consideration to the conclusions set out in **paragraphs 5.7 and 5.9** above, that the development of the land at Newgate Lane would prejudice any draft allocations to the south of Fareham and east of the Newgate Lane bypass including the draft allocated HA2 site.

6. SUMMARY AND CONCLUSIONS

- 6.1 It is concluded that the development of land at Newgate provides appropriate and deliverable sites for new residential development, in transport terms.
- 6.2 It is also concluded that the development of the land at Newgate Lane would not prejudice any draft allocations to the south of Fareham and east of the Newgate Lane bypass.
- 6.3 Notwithstanding, at this stage, it is concluded that the draft Fareham Local Plan does not meet the key requirements of the NPPF as identified in paragraphs 102 to 104. This is because the delivery of a number of schemes identified in the Fareham Local Plan is questionable and a risk item. This is because the impacts of the draft Local Plan have not been reviewed in sufficient detail to identify what mitigation is required, when it is required and how the necessary funding for any identified transportation infrastructure will be secured and when it will be secured.
- 6.4 It is therefore concluded that further work is required in this respect to find the Fareham Local Plan sound in terms of its transport impact and strategy.

FIGURE 1

LOCAL FACILITIES AND AMENITIES



- NOTES**
- 1) REDLANDS COUNTY PRIMARY SCHOOL
 - 2) ST JUDE'S CATHOLIC PRIMARY SCHOOL
 - 3) WALLISDEAN COUNTY JUNIOR SCHOOL
 - 4) RANVILLES INFANT SCHOOL
 - 5) HARRISON PRIMARY SCHOOL
 - 6) CROFTON ANNE DALE INFANT SCHOOL
 - 7) CROFTON HAMMOND INFANT SCHOOL
 - 8) WOODCOT PRIMARY SCHOOL
 - 9) PEEL COMMON JUNIOR SCHOOL
 - 10) HOLBROOK PRIMARY SCHOOL
 - 11) BEDENHAM PRIMARY SCHOOL
 - 12) ROWNER JUNIOR SCHOOL
 - 13) GRANGE JUNIOR SCHOOL
 - 14) ALVER VALLEY SCHOOLS
 - 15) ELESON/JUNIOR SCHOOLS
 - 16) BROCKHURST INFANT/JUNIOR SCHOOL
 - 17) BRIDGEMARY SECONDARY SCHOOL
 - 18) CROFTON SECONDARY SCHOOL
 - 19) FAREHAM ACADEMY
 - 20) CAMS HILL SCHOOL
 - 21) FAREHAM COLLEGE
 - 22) ICELAND FOODS
 - 23) LIDL
 - 24) ASDA SUPERSTORE
 - 25) TESCO SUPERSTORE
 - 26) ALDI
 - 27) CO-OP SUPERMARKET
 - 28) CO-OPERATIVE FOODS
 - 29) TESCO EXPRESS
 - 30) TESCO SUPERSTORE
 - 31) FAIRFIELD AVENUE POST OFFICE
 - 32) POST OFFICE
 - 33) STUBBINGTON POST OFFICE
 - 34) GRANGE POST OFFICE
 - 35) FAREHAM ROAD SURGERY
 - 36) THE CENTRE PRACTICE
 - 37) FAREHAM HEALTH CENTRE
 - 38) ROWNER HEALTH CENTRE
 - 39) BRIDGEMARY MEDICAL CENTRE
 - 40) PEEL COMMON EVANGELICAL CHURCH
 - 41) HOLY ROOD CHURCH
 - 42) THE IMMACULATE CONCEPTION CHURCH
 - 43) STUBBINGTON BAPTIST CHURCH
 - 44) WEST END CHAPEL
 - 45) FAREHAM BAPTIST NEW LIFE CHURCH
 - 46) ST JOHN'S CHURCH
 - 47) ST MATTHEWS CHURCH
 - 48) ST COLUMBAS CHURCH
 - 49) ST MARY THE VIRGIN CHURCH
 - 50) GOSPORT UNITED REFORMED CHURCH, ST COLUMBAS
 - 51) ST THOMAS THE APOSTLE
 - 52) ROWLANDS PHARMACY
 - 53) BOOTS PHARMACY
 - 54) LLOYDS PHARMACY
 - 55) RED LION PUB
 - 56) THE GOLDEN BOWLER PUB
 - 57) CARISBROOKE ARMS
 - 58) THE GREEN DRAGON
 - 59) CASTLE IN THE AIR
 - 60) HOEFORD INN
 - 61) THE BUCCANEER
 - 62) THE LORD ARTHUR LEE
 - 63) THE COB & PEN
 - 64) THE GOLDEN LION
 - 65) CROFTON DENTAL CARE
 - 66) STUBBINGTON GREEN DENTAL PRACTICE
 - 67) SERENITY DENTAL
 - 68) WEST STREET DENTAL CLINIC
 - 69) KINGS ROAD DENTAL SURGERY
 - 70) MARTIN MURRAY DENTISTRY
 - 71) AMBIENCE DENTAL EXCELLENCE
 - 72) DAMIRA ECLIPSE DENTAL STUDIO
 - 73) DOMINOS PIZZA
 - 74) MC DONALDS
 - 75) WEST STREET FOOD. SEA OF SPICE, THE CORRIANDER DOMINOS PIZZA, LJ CHINESEKENS FRIED CHICKEN, CHARCOAL GRILL, LA ORIENT, PAPA JOHNS PIZZA, FISH N MORE, MC DONALDS, RANCHO STEAK HOUSE, GREGGS
 - 76) FAREHAM LEISURE CENTRE
 - 77) CAM ALDERS RECREATION GROUND
 - 78) GOSPORT LEISURE CENTRE
- KEY**
- Sch PRIMARY SCHOOL
 - Sch PRIMARY SCHOOL
 - Col COLLEGE
 - GP DOCTORS
 - CHURCHES
 - PUBLIC HOUSES
 - DENTIST
 - TAKEAWAY FOOD
 - SUPERMARKETS
 - POST OFFICE
 - CHURCHES
 - AREA OF FOOD ESTABLISHMENTS
 - LEISURE & RECREATIONAL
 - PHARMACY
 - FAREHAM TRAIN STATION
 - ISOCHRONES 800m
 - ISOCHRONES 2000m
 - ISOCHRONES 5000m

A	22/02/19	ADS	ISOCHRONES ADDED AND KEY AMENDED	MJB	AJ
REV	DATE	BY	DESCRIPTION	CHK	APD
First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics					
Pegasus Group					
CLIENT: FAREHAM LAND LP & BARGATE HOMES LTD					
PROJECT: LOCAL AMENITIES & FACILITIES PLAN & ISOCHRONES					
TITLE: LAND TO THE NORTH OF GOSPORT RD FAREHAM					
SCALE @ A2	CHECKED:	APPROVED:			
1:20,000	MB	TJ			
CAD FILE:	DESIGN-DRAWN:	DATE:			
BRS.4989_FIGURES	SLW	18.06.18			
PROJECT No:	DRAWING No:	REV:			
BRS4989	FIGURE 01	A			

APPENDIX 1

HA2 ACCESS PROPOSALS

