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Date

29<sup>th</sup> October 2018

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**For the Attention of Richard Wright**

Dear Sir

**Land to the South of Romsey Avenue, Fareham – Hybrid Planning Application For Residential Development Of 225 Dwellings And Bird Conservation Area, Seeking Full Planning Permission For 58 Dwellings And Outline Planning Permission For 167 Dwellings With All Matters Reserved Except For Access.**

Thank you for consultation on the above planning application. The application seeks full planning permission for 58 dwellings and outline permission for the remaining 167 dwellings with all matters reserved except for access.

**Pre-Application Consultation**

Pre-application talks were previously held with the Highway Authority. During these meetings, it was agreed that the methodology towards calculating trip rates and trip distribution accepted for the Cranleigh Road appeal site could be utilised for this application. The parking survey area and key junctions to model were also agreed.

**Policy Context**

The TA notes that Romsey Avenue was included within Fareham Borough Council's Draft Local Plan to 2036 for 225 dwellings. The Highway Authority have an outstanding holding objection to the emerging Local Plan in the absence of a suitable transport evidence base.

**Development Proposals**

Planning reference P/18/1073/FP seeks full planning permission for 58 dwellings and outline planning permission (with all matters reserved except from access) for 167 dwellings.

The proposed parking arrangement for the 58 dwellings seeking full planning permission has been reviewed against Fareham's parking standards. The proposed residential parking of 121 spaces appears suitable for the proposed development

mix. 8 visitor parking spaces are proposed according to Table 4.3 but this should be increased to 12 to corroborate with FBC's visitor parking standards.

Given the existing on-street parking along Romsey Avenue and Beaulieu Avenue, sufficient parking spaces should be provided on site for the remaining 157 dwellings. Whilst details of the parking layout is a matter for consideration during the reserved matters stage, confirmation is required from the applicant that the parking standards will be met within the design in order to prevent exacerbating the existing on street parking levels in the vicinity of the site.

### **Site Access**

Vehicular access to the site is proposed via the existing bellmouth junction onto Romsey Avenue. To formalise this arrangement, road markings and an uncontrolled crossing point are proposed and presented in drawing number 5611.002. This access road currently provides access to a number of garages and is used for residential parking.

Drawing number 5611.002 has been assessed and it has been noted that the access road is constructed out of concrete which will need to be rebuilt and tied into the Romsey Avenue carriageway to accommodate all construction and development traffic from the site. This is contrary to the expectations set out within the TA which refers to utilising the existing access with the addition of road markings and an uncontrolled crossing point to formalise this arrangement.

Drawing 5811.010 has been provided, tracking a super large refuse vehicle through the main access. This drawing does not take into account current on street parking or the vehicle crossovers of nearby properties on Romsey Avenue. Given this is proposed to be the only point of access into the site, the access will also need to be tracked for an artic lorry and pantechicon to ensure these vehicles can safely enter/egress the site. No consideration has been given to on-road parking limiting the available width for vehicles to safely enter/egress the site or the achievable visibility splays at the junction either. This must be considered and the design amended to appropriately address this matter and ensure access to the site can be maintained.

Further concerns are held over this being the only form of vehicular access to the site, access to the site for emergency vehicles could be prohibited by parked vehicles, especially during the school drop off/pick up times where parking increases significantly. Parked vehicles along the access road have not been considered or addressed within the TA and could also exacerbate this issue.

The proposed location of the tactile paving forming the uncontrolled crossing point is located off the desire line for pedestrians. The footway widths along Romsey Avenue are noted to be 1.6m wide which is substandard. Further work should be undertaken to establish whether there is scope to widen these to 2m without encroaching into the existing carriageway.

The traffic distribution from the site is forecasting that circa 80% of the movements from the site will turn left and utilise Beaulieu Avenue to access the A27. The operation of the junction of Romsey Avenue / Beaulieu Avenue must therefore be

considered by the applicant. This junction is subject to considerable amounts of parking which prevent the free flow movement of the junction. From site visits it is evident that this becomes operationally problematic. Given the increase in flows proposed along Beaulieu Avenue the applicant should consider the operation of the junction further and whether measures are necessary to ensure that movements can be undertaken safely.

## **Sustainable Modes of Access**

### Walking and Cycling

The CIHT 'Providing for Journeys on Foot' publication has been referenced with regards to maximum acceptable walking distances. The 'preferred maximum' walking distance has been identified as 2km. A number of key destinations have been identified and the distances that they sit from the site assessed against this criteria. This information is provided in Table 3.2 of the TA.

The Highway Authority has carried out its own review of the distances to the key destinations presented in table 3.2. Following this review, the identified distances from the site appear accurate and confirm that a number of key facilities sit within the preferred maximum 2km walking distance.

National Cycle Route 236 has been identified as running on-road along Romsey Avenue, joining the A27 at the junction with Beaulieu Avenue. The A27 has existing on-road cycle lanes east of the A27/Beaulieu Avenue junction and shared pedestrian/cyclist facilities to the west.

The existing on road cycle path currently travels across the Beaulieu Avenue junction with the A27. The proposed development will increase vehicular flows along Beaulieu Avenue and therefore significantly increase the number of movements at the junction. As a result, there is an increased risk to cyclists utilising the cycle lane.

The Highway Authority therefore requests that the applicant explores a scheme which takes cyclists off carriageway when crossing the A27/Beaulieu Avenue junction. This would help to mitigate the increased risk posed to cyclists by traffic from the development.

### Bus

The nearest bus stops to the development sit circa 500m away on the A27. Bus services 3 and X4 run every 10 and 30 minutes respectively, whilst service F3 provides 3 journeys a day. Services 3 and X4 provide regular journeys to nearby destinations such as Southampton, Fareham, Portchester and Portsmouth.

The closest bus stops to the site provide flag poles and waiting provision in the form of bus shelters. These stops are therefore considered sufficient for the additional demand which will be generated by this development.

### Rail

Portchester Station has been identified as a 2km walk/cycle away from the development. The identified route to Portchester Station takes pedestrians and cyclists east along The Crossway via Cornaway Lane Roundabout. Concerns with the safety of this route have been set out within this response.

### **Highway Safety**

Personal Injury Accident data has been gathered from 1<sup>st</sup> April 2012 – 31<sup>st</sup> March 2017. It is noted that the data presented in the TA is out of date and therefore requires updating.

The TA concludes that the local road network offers conducive routes for cycling which will encourage this mode of travel from the development. However, the Road Safety Foundation has identified the route from the Delme Roundabout to the M27 Junction 12 as one of the persistently higher risk roads (2009-2011 and 2012-2014). Hampshire County as the lead authority for the route is one of eight local authorities taking part in the Pathfinding Exercise to improve safety along each of the highest risk roads in Britain by considering and treating the whole route with appropriate countermeasures.

The high frequency of accidents along this route especially applies to cyclists. The conclusions presented within the TA assume that the majority of accidents were down to human error rather than the highway network. Vehicular and cyclist flows from this development will further exacerbate this issue with nearly all of the vehicular traffic generated by the site forecast to join the A27.

The main walking and cycling routes from the site have not been considered against the accident data. Cyclists travelling towards the railway station and Portchester are likely to utilise Romsey Avenue, Hatherley Crescent, Hatherley Drive and north on Cornaway Lane. This leads to the A27 at Cornaway Lane roundabout. Again this is subject to a number of cycle related accidents in particular at the Cornaway Lane and Dore Avenue arms. The applicant should consider measures to aid with delivery of a safe route being delivered from the site to these key destinations.

Given the Road Safety Foundation's identification of problems along this route, the Highway Authority requires the accident data is revisited to provide a more in-depth and reflective summary of the PIA data, along with any actions that arise as necessary to mitigate the impact of the proposed development.

### **Vehicular Trip Generation**

During the pre-application process, it was agreed with the Highway Authority that the methodology adopted for determining the trips rates from the Cranleigh Road development to the south (P/15/0260/OA) could also be used to ascertain the number of vehicular trips which would be generated by this development.

To derive the number of peak hour trips, the TRICS database was used to provide total person trip generation for all modes of transport. These trip rates were then split based upon The Method of Travel to Work Mode Share for Portchester West (Census 2011) which highlighted that the modal share of car drivers for Portchester West was 78%.

The methodology above proposed trip rates of 0.656 two-way vehicular trips in the AM peak and 0.572 in the PM peak. This equates to vehicular trips of 147 in the AM peak and 129 in the PM peak. The Highway Authority has reviewed the methodology used to arrive at the vehicular trip generation assumption and is content that the approach used is robust.

### **Vehicular Trip Distribution**

The approach taken towards vehicular trip distribution in the Cranleigh Road TA has also been utilised to distribute traffic from the proposed development.

The Cranleigh Road site distributed traffic based on a Gravity Model, taking into account the 2011 Journey to Work Census Data to identify likely destinations for motorists. The gravity model sent all traffic northbound towards the A27. 82.5% of traffic was sent to the Cornaway Lane roundabout, while the remaining 17.5% routed through Nelson Avenue to reach the A27 heading east.

The TA for this development takes a similar approach, adopting the same end destinations as the Cranleigh Road gravity model via a slightly different route assignment based on the site's location. It is the routing of these trips which has been assessed in greater detail.

To ascertain which routes will be taken to the A27, a journey time survey has been undertaken from the site. The following routes were assessed:

- **Route 1:** Romsey Avenue Site Access – Beaulieu Avenue – A27 eastbound towards Cornaway Lane Roundabout.
- **Route 2:** Romsey Avenue Site Access – Hatherley Crescent – Hatherley Drive – Cornaway Drive – Cornaway Lane Roundabout.

A summary of the average routes times to these destinations has been included below:

<b>Time</b>	<b>Route 1 – Beaulieu Av</b>	<b>Route 2 – Hatherley Crescent</b>
AM Peak	2:04	2:01
PM Peak	1:37	1:56

It is noted that there are some levels of variation throughout the surveyed period, this is mainly the result of the school drop off which occurs for a short period of time in the AM peak.

A site visit was undertaken to establish traffic conditions in the local area in the build up to the school drop off and pick up period (8.30-9.15 and 14:30 – 15:30). During these visits, cars were observed to be parking along Hatherley Crescent. In the school pick up period this was from 14:30 onwards, slowly building to 15:00 where driving conditions along Romsey Avenue/Hatherley Crescent/Hatherley Drive became limited to one way flow based on the number of parked cars. During the morning peak period, movements outside the school were more fluid however delay was still apparent due to the significant amounts of additional parked vehicles creating limited areas of two way flow along Hatherley Crescent and Hatherley Drive. It is therefore likely that there will be some route variance for eastbound traffic

throughout the day based on existing parking and the time of travel. The Highway Authority therefore requires a sensitivity test is undertaken for the school peak periods to account for variation in route choice based on existing traffic conditions and the impact this has at the A27/Beaulieu Avenue and Hatherley Drive/Cornaway Lane junctions.

### **Beaulieu Avenue Parking Survey**

To understand existing levels of parking on Beaulieu Avenue, an initial parking survey was undertaken at 10pm on a Friday evening and 8:30 and 10:30am on a Sunday. During these surveys, a maximum of 10 parked cars on the eastern side of Beaulieu Avenue were observed, with no cars observed to be parked on the western side of the road.

At the request of the Highway Authority, a second parking survey was undertaken to encompass Beaulieu Avenue and Hatherley Crescent, Hatherley Drive and Cornaway Lane. This survey assessed the parking situation during the school pick up period which is considered to be one of the busiest periods for parking.

The second parking survey identified a maximum of 12 cars during the school pick up period. The assessment undertaken within the TA confirms that it is possible to park up to 12 cars on Beaulieu Avenue, meaning no additional vehicles could have parked during the second observation period.

Beaulieu Avenue has been measured at 6.1m wide (although this width is noted to vary). Based on on-street parking, this recorded width will reduce down to 4.1m. Based on TA 79/99 DMRB, a calculation of link flow capacity has been applied and adapted for unidirectional flow by reducing capacity proportionally inline with the carriageway width. Based on this calculation, the TA concludes that 1,000 vehicles can be accommodated along Beaulieu Avenue per hour.

The methodology assumptions for determining the forecast link flow capacity has not been set out clearly within the TA and should be clarified. The TA refers to TA 79/99 which considers the theoretical capacity of newly constructed roads. Beaulieu Avenue is an existing link road with an operational carriageway width of 4.1m due to on-road parking. The Highway Authority question whether TA 79/99 can effectively be used to calculate the theoretical capacity of this type of link as significant parking reduces the working carriageway width beneath those listed in TA 79/99.

'Manual for Streets' identifies that a 4.1m carriageway width can accommodate 2 family cars passing, although this arrangement is narrow with minimal clearance. MfS also states that "carriageway widths should be appropriate for the particular context and uses of the street", taking into account key factors which can impact upon drive behaviour. In the instance of Beaulieu Avenue, the narrowed carriageway, as a result of on-street parking, results in an informal give and take arrangement operating along the link, with motorists choosing to wait behind parked vehicles for approaching cars to pass rather than attempt to pass them along the narrowed carriageway. Vehicles were also observed having to reverse at the junction of Romsey Avenue to allow turning movements to be undertaken around parked vehicles.

With conditions as observed, the key considerations for this road are about the safe and efficient operation of the junctions at either end as well as the link itself. These observations should be accounted for within the assessment when considering the suitability of Beaulieu Avenue as the main access to and from the site.

As a result of development, vehicle flows will increase two way trips in the AM peak to 266 and 191 in the PM peak. The applicant has therefore concluded that the road has ample capacity to accommodate these flows.

To review the TA's conclusions regarding operation of the links observations were undertaken during peak times to see how vehicles interacted with parked cars. During the school pick up period vehicular flow along Beaulieu Avenue was observed as increasing in both directions. Whilst observing increased usage of the road during this time, it was noted that two way vehicular flow on this road is restricted by parked vehicles. Unless vehicles travelling northbound towards the A27 pulled over to the kerb line, southbound vehicles were unable to negotiate the parked cars.

The Highway Authority is therefore concerned that while a study of link flow capacity has been undertaken, on site observations indicate that two way flow is constrained and this constraint will be exacerbated by development traffic. Vehicular flows along Beaulieu Avenue are currently 137 in the AM peak and 82 in the PM peak. This development will add a further 119 vehicles in the AM peak and 104 in the PM peak to this link. Given this significant increase in traffic, further work should be undertaken to demonstrate that Beaulieu Avenue can safely accommodate two way vehicular flow.

### **Romsey Avenue/Hatherley Crescent/Hatherley Drive/Cornaway Lane Parking Survey**

The second parking survey undertaken covered the existing on-street parking situation during the school drop off/pick up period along with the parking situation in the early morning and evening. The surveyed area has been split into zones, with each zone assigned a maximum number of parking spaces. Across 15 minute intervals, the number of parked cars in these zones has been assessed and reflected against the predicted parking capacity.

During the school drop off period the parking survey presented in Appendix N demonstrates a gradual increase in the number of parked cars across the zones, with 33 spaces remaining at the busiest period. The school pick up period demonstrates the area to be more heavily parked, with only 14 spaces remaining. It is noted that the assessment has been carried out on the basis that there are 98 potential parking spaces across the surveyed area. To help gauge the suitability of the potential parking spaces, the Highway Authority requests a plan is provided denoting where these parking spaces are located.

It was noted during a site visit that parked vehicles along this route reduce the available road width, resulting in single lane traffic. This is especially prevalent in Hatherley Drive which is a narrow link road to Cornaway Lane, connecting to the A27 to the north. This road is used frequently during the school peak periods and can be heavily parked up, limiting the number of passing places. Further work should be

undertaken to understand the operation of this road and how the potential reassignment of traffic away from the Beaulieu Avenue junction could impact on the functioning of this link and the junctions with Hatherley Crescent and Cornaway Lane.

Further observations indicated a potential parking issue on Cornaway Lane which also prevented the two way flow of traffic. It was observed during the school pick up period that vehicles chose to park on this road to avoid the traffic closer to the school. As a result of the narrowed carriageway, two way flow was restricted in places, causing queuing back on Cornaway Lane roundabout. Further work should be undertaken to understand the existing parking situation during the school peak periods and the impact this development would have on this situation.

### **Junction Modelling**

The following junctions have been modelled as part of this application:

- Site Access/Romsey Avenue;
- Beaulieu Avenue/A27 Portchester Road;
- Hatherley Drive/Cornaway Drive;
- Cornaway Lane Roundabout; and
- A27, Portchester Road/Downend Road/Shearwater Avenue signalised Junction (modelling yet to be undertaken).

These junctions have all been assessed across 3 different scenarios:

- 2017 base;
- 2023 baseline + growth + committed development; and
- 2023 baseline + growth + committed development + development.

Given the level of traffic movements forecast by the applicant's TA to utilise Beaulieu Avenue modelling of the Romsey Avenue/Beaulieu Avenue junction should be undertaken. This modelling will need to be considered against the current levels of parking around the junction.

It was discussed during the pre-application stage the need to consider modelling Delme Roundabout depending on the forecast distribution from the site. Given the level of development traffic forecast to travel to Delme Roundabout the Highway Authority require an assessment of this junction to be undertaken by the applicant.

The school pick up period has not been included in any modelling scenarios. Given the significant increase in parking and potential blocking back to junctions during this time, operating capacity at the junctions noted above should also be assessed during this time period.

An analysis of the identified junctions has been provided below:

#### Romsey Avenue/Site Access

The site access onto Romsey Avenue operates within capacity across all scenarios provided. However, further evidence is required to demonstrate that the access can operate based on the local highway conditions.

### Beaulieu Avenue/A27 Portchester Road

The Beaulieu Avenue/A27 Portchester Road junction is proposed to be the most heavily affected by this development with 80.6% of vehicular traffic routing to this junction. Under the 2017 baseline assessment, the junction operates with spare capacity with an RFC (Ratio to Flow Capacity) value of 0.26 on the Beaulieu Avenue arm.

When accounting for development traffic, committed development and background growth, the RFC value on the Beaulieu Avenue arm increases to 0.89. It was observed on site that queuing cars at this junction block back along Beaulieu Avenue, preventing southbound traffic from being able to negotiate parked vehicles in the afternoon school peak hour. This should be investigated further and considered by the applicant when reviewing mitigation measures for the junction.

No mitigation is proposed to offset the reduction in operating capacity at the junction. Further work should be undertaken to demonstrate that the development impact can be mitigated to prevent queuing and delays.

### Hatherley Drive/Cornaway Lane

Under the 2017 base year assessment, the Hatherley Drive/Cornaway Lane junction operates with spare capacity in both the AM and PM peak hour period. The peak hours provided do not reflect the school pick up peak period where it has been noted that conditions are busier with parents regularly utilising the junction on their route to the school. The modelling also does not take into consideration parking around the junction or the one way operation of Hatherley Drive.

When considering the 2023 without development scenario there is no substantial change to the junction operation given that the school peak hour is not assessed. The 2023 with development scenario shows a maximum RFC of 0.30 in the AM peak.

### Cornaway Lane Roundabout

Based on the modelling provided in the TA, Cornaway Lane Roundabout currently operates within capacity with a maximum RFC value of 0.61. When factoring development traffic and committed developments in the area, the maximum RFC increases to 0.80 on the Cornaway Lane arm of the roundabout. The roundabout therefore continues to operate under practical capacity following development. There are however safety concerns regarding the operation of the junction which will be exacerbated by the additional development traffic.

### A27/Downend Road/Shearwater Avenue Signalised Junction

The TA notes that discussions around potential improvements to the A27/Downend Road/Shearwater Avenue Junction were ongoing as part of the Land East of Downend Road planning application (P/18/0005/OA).

An improvement scheme has now been identified and will be delivered by this development should it obtain planning permission. The new junction model should be tested with the predicted flows from the Romsey Avenue development to ascertain the impact on the improved junction.

To date however, this improvement cannot be considered to be a committed scheme as the Downend Road application is still yet to be heard at planning committee.

### **Travel Plan**

The Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". There are a number of matters that need to be addressed before the TP can be considered acceptable.

### Background

As part of '*Planning Policy and Guidance*' there should be inclusion of Foreman Homes' company policies on travel plans and sustainable travel.

### Site Audit

Figure 3.1 currently shows 'crow-fly' distances. Although useful as a reference, it does not accurately depict journeys to / from the site. This should be amended to show walking isochrones. It is welcomed within section 3 that distances to local trip attractors is mentioned. As part of this, a brief description of the journey should be included. For example, is there good quality cycle / walking provisions to these locations such as off-highway cycle paths.

3.26 "The Foreman Homes site will provide footway links and cycle routes, which will connect the proposed development to the surrounding pedestrian / cyclist network". What are these links? Please include this within the Travel Plan. Will there be a connection to the Cranleigh Road development site?

3.29 states that cycle parking will be provided within garages / sheds to enable secure cycle storage. There should be commitment to meet Fareham's parking standards as part of this. 3.32, the journey to the bus stops should be described (i.e. path provision) as well as the existing bus stop provision.

### Measures

"Regular liaison with local cycle store". This is welcomed. There should however, be a commitment to liaise with the local cycle stores before occupation, this is to allow any discounts / vouchers provided by the store to be included within the resident welcome packs. This point should also be mirrored for public transport, whereby the TPC should commit to liaising with local operators. One potential outcome could be the increase in services, should they hit capacity at peak hours.

The TPC should commit to providing ongoing Personal Travel Planning (PTP), should the residents require it in 5.34. There should be a commitment to explore the use of electric charging points within the development.

There is a lot of communication from the TPC to the residents, but no mention of whether residents will be able to contact the TPC. Will the residents pack include the contact details of the TPC?

### Roles and responsibilities

As well as communicating to service providers in the area, the TPC should commit to liaising with other TPCs in the area. These can be for employment but more specifically other residential sites and school travel plan coordinators. For example (but not limited to) the Cranleigh Road development. These liaisons will allow for the surrounding area to have tailored aims and a platform for discussion within the community to provide aligned outcomes.

6.5 suggests residents will take on the responsibility of the TP after the five years have ended. There should be a commitment made by the TPC to set up the residents' TP steering group before this time. This will ensure a smooth transition after the TPC period has ended.

### Monitoring

There should be a timeframe included in 7.5. How long after the surveys will the TPC provide the results to HCC?

We will require the following to be included in the FTP:

- An example of the survey which is specific to the site, including residents and visitors where possible. The Council can provide a standard questionnaire, but it is the responsibility of the organisation to be consistent with questions asked so a comparison can be made over time. This information must be collated and sent to the local authority on a standard form by an agreed date before it is issued to staff.
- TP surveys should achieve a response rate of 35% (which should be mentioned in the FTP). There should be measures in place to staff and visitor participation in order to meet the 35% these may include; prize draws (major online retailer vouchers) for those who fill out the survey.
- A mention of the specific figure for evaluation and monitoring fees associated with the travel plan.

### Delivery and enforcement

The delivery and enforcement section is at an acceptable level. It is noted that within 1.8 the travel plan will be secured as part of the 106 agreement. This should be highlighted within the monitoring / review section also.

An action plan has been provided, with some actions assigned a budget. To arrive at a bond figure for the TP, a fully costed action plan is required. Section 8.1 should therefore be updated to provide a figure for all identified actions.

### Conclusion

The TP will require further work, as set out above, as it does not meet the minimum standards set out in HCC's "A guide to development related travel plans". The issues raised should be addressed in a new revision of the TP before it can be considered acceptable for submission in conjunction with the proposed residential site. A cover sheet identifying where changes have been made must be provided.

### **Recommendation**

The Highway Authority requests the following information is provided to satisfy a number of outstanding concerns with the application:

- Up-to-date PIA data with accompanying analysis work to understand the existing accident situation along the A27 corridor;
- Evidence of the parking spaces assumed in the parking surveys undertaken;
- Updated site access drawing;
- Updated tracking drawings for a Super Large Refuse Vehicle and Pantehnicon, taking account of on street parking;
- Further evidence that Beaulieu Avenue can accommodate two way vehicular flow with parked cars;
- Further clarification on the methodology used to determine two way link flow capacity on Beaulieu Avenue;
- Investigation into potential mitigation measures at the A27/Beaulieu Avenue junction;
- Parking survey on Cornaway Lane between Hatherley Drive and Cornaway Lane Roundabout with analysis of the affect parked vehicles have on two way flow;
- Investigation into potential footpath widening along Romsey Avenue;
- Investigation into a scheme taking cyclists off carriageway at the A27/Beaulieu Avenue junction;
- A sensitivity test accounting for potential variation in route choice during the school peak periods; and
- Modelling of:
  - A27/Downend Road/Shearwater Avenue signalised junction;
  - Romsey Avenue/Beaulieu Avenue junction;
  - The Delme Arms Roundabout; and
  - Modelling of the Hatherley Drive/Cornaway Lane junction during the school peak periods.

Should you be minded to determine the application before this information has been supplied, the Highway Authority should be contacted for reasons for refusal. I trust that the above is clear, but I would ask you not to hesitate to contact Chris Hirst should you wish to discuss anything further.

Yours Sincerely,

Stuart Morton  
Transport Team Leader – Highways Development Planning