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Enquiries to	Nick Gammer	My reference	6/3/10/202 (APP11266)
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Date	4 th September 2020	Email	nick.gammer@hants.gov.uk

For the Attention of Richard Wright

Dear Sir

Land to the South of Romsey Avenue, Fareham – Outline planning application for residential development of 225 dwellings, bird conservation area and area of public open space with all matters reserved except for access.

Thank you for consultation on the above planning application. The application previously sort full planning permission for 58 dwellings and outline permission for the remaining 167 dwellings with all matters reserved except for access. This has changed to an outline application for 225 dwellings. An initial response on highway matters, responding to the submitted Transport Assessment, was provided 29th October 2018 requesting further information. Following extensive discussions with the applicant in the interim and submission of further information, a second response was provided dated 19th December 2019, concluding that many of the outstanding highway matters had been addressed, with the exception of the following outstanding items. The Highway Authority requested that further information was provided to address these concerns:

1. Impact at A27/ Downend Road/ Shearwater Avenue signalised junction
2. Internal layout
3. Parking.

A technical note dated 18/03/2020 was submitted to the LPA aimed at addressing point 1 above, but did not address points 2 and 3. A third highway response to this technical note was sent, dated 20th July 2020, concluding that further information was still required to address all the above points.

An updated technical note has been submitted with the aim of addressing the points above; comments on this updated technical note are given below. However, given the application has changed to outline only, matters of internal layout and parking (points 2. and 3. above) are to be considered at the reserved matters stage. As such,

while these are included within the updated technical note, no further comments are made on these points.

Impact at A27/ Downend Road/ Shearwater Avenue Signalised Junction

The improvement scheme proposed through the Land East of Downend Road planning application (P/18/0005/OA) was tested with the forecast flows from the Romsey Avenue development to ascertain the impact on the improved junction. A contribution was previously secured towards additional improvements at this junction to those proposed under application P/18/0005/OA. However, application P/18/0005/OA was refused and subsequently dismissed at appeal. Given the improvements under application P/18/0005/OA were no longer relevant and no operational assessment of the existing junction layout in the future year had been carried out, the Highway Authority requested that the impact of the Romsey Avenue development on the existing junction layout was assessed and, should capacity issues be demonstrated, mitigation should be presented.

The above exercise was carried out, however the highway authority had concerns regarding technical elements of the modelling, as raised in the response dated 20th July 2020. Amended modelling has been presented in the updated Technical Note; this satisfactorily addresses the modelling concerns raised by the highway authority regarding saturation flows. The modelling is now considered accurate and provides a satisfactory forecast of the future operation of the junction.

It is however noted that a new planning application (P/20/0912/OA) has been recently been submitted for Land East of Downend Road. This includes the originally proposed and agreed improvements to the A27/ Downend Road/ Shearwater Avenue Signalised Junction. Land East of Downend Road is an allocated site in Fareham Borough Council's emerging Local Plan. As such, the highway authority is content to revert back to the previously assessed and agreed position, including the previously agreed contribution of £60,350 towards improvements in the vicinity of A27/ Downend Road/ Shearwater Avenue Signalised Junction, supplementing the Land East of Downend Road proposed improvement works or an alternative proportionate scheme should the above development not progress.

Recommendation

The Highway Authority raises no objection to this proposal from a highways and transportation perspective, subject to the following condition being included and the applicant entering into a Section 106 Legal Agreement to secure the following mitigation package:

- A Transport contribution of £1,126,252 towards the following:
 - Improvements in the vicinity of Delme Roundabout (£12,323)
 - Improvements in the vicinity of Downend Rd/ A27 (£60,350)
 - Cornaway Ln Roundabout cycle improvements (£907,179)
 - Footway widening in the vicinity of the site (£18,000)
 - Walking audit measures (£37,400)
 - School Travel Plan (£85,000)

- Beaulieu Avenue parking restriction TRO contribution (£6,000)
- Payment of the Travel Plan approval and monitoring fees and provision of a surety mechanism to ensure implementation of the Travel Plan.
- Implementation of highway works shown on drawings 5611.025 Rev C and 5611.002 Rev D prior to commencement of the development, including payment of fees associated with progression of the TRO process.

Given application P/20/0912/OA has not yet been determined, the Local Plan is not currently adopted and the feasibility stage of the above transport contribution requirements, it is appropriate that the total transport contribution of £1,126,252 will be applicable to all elements of the package, without specifically ring fencing sums to each element, in order to ensure the development impact can be mitigated effectively.

Condition:

A Construction Traffic Management Plan shall be submitted to and approved by the Planning Authority in writing before development commences. This should include; a restriction on construction traffic vehicle size, restrictions on construction traffic movements during peak and school drop off/ pick up times, construction traffic routes (including a restriction for no construction traffic to use Hatherley Crescent or Cornaway Lane), parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety.

I trust that the above is clear, but I would ask you not to hesitate to contact Nick Gammer should you wish to discuss anything further.

Yours Sincerely,

Gemma McCart
Transport Team Leader – Highways Development Planning