

**Agreed Statement of
Highway Matters**

**Land to the south of
Romsey Avenue
Fareham**

**Prepared on behalf of
Foreman Homes Ltd**

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1.0 MATTERS IN AGREEMENT

- 1.1 This statement sets out the areas of agreement between the appellant (Foreman Homes Ltd) and Hampshire County Council (HCC) on highway and transport matters related to the planning appeal at Land south of Romsey Avenue, Fareham (APP/A1720/W/21/3271412), hereafter referred to as 'the development'.
- 1.2 The parties agree that the below plans and reports - on highways and transport submitted with the application (P/18/1073/FP) in October 2019 is the most up to date evidence for this development and forms the basis of the contents of this agreed Statement of Transport Matters (SoTM).
- 1.3 Following submission of the Planning Application, HCC requested additional highway/transport information during the Consultation process. This was provided in the form of an Addendum Transport Assessment and additional Technical Notes to the satisfaction of the HCC.
- 1.4 Based upon the above, HCC did not raise any highway objection to the application, and there is agreement as to acceptability of the scheme in locational and highway safety terms.

Plans

- 5611.002 Rev D: Proposed Site Access
- 5611.025 Rev C: Offsite junction, footway, cycleway and Parking Improvements.

Reports

- Transport Assessment - August 2018
- Addendum Transport Assessment - October 2019
- Residential Framework Travel Plan Issue 4 – February 2019

Technical Notes

- Review of on-street car parking – June 2019
- Walking and Cycling Audit – May 2019

- A27 Porchester Road/ Shearwater Avenue/ A27 Cams Hill/ Downend Road Signal Junction Improvement Assessment – March 2020

2.0 THE TRANSPORT ASSESSMENT

- 2.1 The Transport Assessment (TA) was prepared by Stuart Michael Associates (SMA) in August 2018 in support of an outline planning application for residential development of 225 dwellings with all matters reserved except for access.
- 2.2 Following consultation with HCC Highways an Addendum TA was prepared by SMA and submitted to HCC in October 2019.
- 2.3 Further information relating to concerns raised regarding internal layout and parking was not formally submitted to the LPA and therefore no formal comments were made by the Highway Authority. Given the application was changed during the planning process to outline only, matters of internal layout and parking are to be considered at the reserved matters stage, should the development come forward.

3.0 SITE ACCESS

- 3.1 The site access is proposed by utilising and improving the existing access that serves a garage block behind No.14 Romsey Avenue as shown on **Drawing 5611.002 Rev D**.
- 3.2 The access road will be constructed to an adoptable standard providing a minimum 5.5m wide carriageway and a 2m wide footway on the eastern side with a parking bay provided on the western side to allow up to 4 cars to be parked.
- 3.3 The proposals shown on drawing 5611.025 Rev C include the provision of a parking bay along the eastern side of Beaulieu Avenue to accommodate all observed existing on-street parking. The introduction of the parking bay will enable Beaulieu Avenue to have a 5.5m wide running carriageway.

4.0 CAR PARKING

- 4.1 At the request of HCC, SMA undertook a parking survey along Romsey Avenue and Beaulieu Avenue to establish where existing on-street parking was occurring on both residential roads.
- 4.2 HCC had raised concern that to enable access to the site for larger vehicles' such as delivery vans, refuse vehicles' and emergency vehicles mitigation to avoid conflict and ensure visibility splays at junctions was required.
- 4.3 The parking survey undertaken demonstrated that if parking restrictions were added around the bellmouth of the site access / Romsey Avenue junction and around the Romsey Avenue/ Beaulieu Avenue junction there was sufficient parking capacity within reasonable proximity to the existing parking locations to accommodate the forecast displaced parking. The average displacement is around 22m with an approximate walking time of 15 seconds.
- 4.4 Based upon this survey and the parking analysis HCC considered that the introduction of parking restrictions will not incentivise inappropriate or dangerous parking and as such will not result in a severe impact on the operation of the highway network. HCC noted that FBC as planning authority should satisfy themselves regarding the amenity impact of the increased vehicular use of this section of highway, both in terms of the amenity acceptability of displaced parking due to the introduction of parking restrictions increasing walking distances to alternative parking spaces and the amenity acceptability of other impacts to the surrounding residential area, such as air quality and noise levels.

5.0 SUSTAINABLE TRAVEL

- 5.1 The site is located approximately 1.9km west of Porchester town centre and 2.8km east of Fareham town centre. A number of key facilities are within proximity of the site and are detailed in **Table 5.1** below.

Table 5.1: Approximate Walk & Cycle Journey Times & Distance to Key Destinations

| Facility | Location | Distance from site | Approx. Walking Time | Approx. Cycling Time |
|-----------------------------------|-------------------------|--------------------|----------------------|----------------------|
| Education Facilities | | | | |
| Wicor Primary School | Hatherley Crescent | 960m | 11 ½ minutes | 3 minutes |
| Cams Hill School | Shearwater Avenue | 1.3km | 16 minutes | 4 minutes |
| Portchester Community School | White Hart Lane | 2.2km | 26 minutes | 7 ½ minutes |
| Employment Facilities | | | | |
| Castle Trading Estate | Castle Trading Estate | 2.5km | 30 minutes | 8 ½ minutes |
| Fort Wallington Industrial Estate | Military Road | 2.7km | 32 minutes | 9 minutes |
| Portchester Town Centre | West Street | 1.9km | 22 ½ minutes | 6 ½ minutes |
| Fareham Town Centre | West Street | 2.8km | 33 ½ minutes | 9 ½ minutes |
| Retail Facilities | | | | |
| M&S Simply Food | A27, West Street | 1.1km | 13 minutes | 3 ½ minutes |
| Portchester Town Centre | West Street | 1.9km | 22 ½ minutes | 6 ½ minutes |
| Fareham Shopping Centre | West Street | 2.8km | 33 ½ minutes | 9 ½ minutes |
| Health Facilities | | | | |
| Westlands Medical Centre | Westlands Grove | 1.5km | 18 minutes | 5 minutes |
| Leisure Facilities | | | | |
| 247 Fitness Fareham Gym | Downend Road | 1.6km | 19 minutes | 5 ½ minutes |
| Cams Hall Golf Course | A27, Portchester Road | 2.3km | 27 ½ minutes | 7 ½ minutes |
| Community Facilities | | | | |
| Portchester Community Centre | Westlands Grove | 1.9km | 22 ½ minutes | 6 ½ minutes |
| Portchester Library | West Street | 1.9km | 22 ½ minutes | 6 ½ minutes |
| Transport Facilities | | | | |
| Bus Stops | A27, Portchester Avenue | 520m | 6 minutes | 1 ½ minutes |
| Fareham Bus Station | West Street | 3km | 35 ½ minutes | 10 minutes |
| Portchester Rail Station | Station Road | 2km (on foot) | 25 minutes | 6 minutes |

Notes: 1. Distance is the distance from the centre of the site measured along existing roads and footpaths.
2. Walking time is the walking time from the centre of the site based on an average walking speed of 1.4m/s set out in IHT's 'Guidelines for Providing for Journeys on Foot'.
3. Cycling time is the cycling time from the centre of the site based on a cycling speed of 5m/s set out in DMRB Volume 11, Section 3.

- 5.2 SMA carried out a walking and cycling audit between the site and Porchester town centre and railway station.
- 5.3 The audit highlighted potential measures to aid the delivery of safe walking and cycle routes from the site.
- 5.4 The Appellant agreed to provide a contribution towards improved footway provision (dropped kerbing and tactile paving) along routes towards Fareham town centre and railway station of £37,400.
- 5.5 The Appellant has also agreed to provide a financial contribution of £907,179 towards HCC cycle safety improvement scheme at the Cornaway Lane roundabout.
- 5.6 A contribution of £18,000 has been agreed to widen footways in the vicinity of the site to current standards.
- 5.7 The Highway Authority raised no objection in terms of access to local services and facilities, subject to payment of the contributions outlined above to encourage walking and cycling from the site to local destinations.

6.0 TRIP DISTRIBUTION

- 6.1 Although Wilcor Primary School is only a 12 minute walk from the proposed development site, it is recognised that some parents may choose to drive children to the school exacerbating the existing parking and traffic flow issues during school pick up and drop off times on Hatherley Road.
- 6.2 A contribution of £85,000 has been agreed to provide an updated School Travel Plan and implement measures to maintain safety and encourage sustainable modes access to the school, with the aim of improving conditions for those traveling by foot, cycle, scooter or bus and reducing reliance on low occupancy private car travel. HCC consider this adequate mitigation for the

forecast increase in traffic movements in the vicinity of the school due to the development.

7.0 JUNCTION MODELLING

7.1 The TA and Addendum TA considered the traffic impact of the development; operational capacity assessments were carried out at the following junctions:

- Site access / Romsey Avenue
- Romsey Avenue / Beaulieu Avenue
- Beaulieu Avenue / A27
- Hatherley Drive / Cornaway Lane (including during school peak hours)
- A27/ Downend Road
- A27 Delme Arms Roundabout

7.2 The specific inputs of the junction modelling undertaken are agreed between parties:

- The base scenario capacity models and the results of this modelling exercise are agreed
- The input geometry to the junction modelling is agreed

8.0 MITIGATION

Site Access / Romsey Avenue

8.1 It is agreed that the proposed Site Access / Romsey Avenue junction operates with reserve capacity.

Romsey Avenue / Beaulieu Avenue

8.2 It is agreed that the Romsey Avenue / Beaulieu Avenue junction operates with reserve capacity.

Beaulieu Avenue / A27

8.3 It is agreed with proposed widening works and adjustments to the bellmouth radii on Beaulieu Road the junction operates within capacity.

Hatherley Drive / Cornaway Lane

- 8.4 It is agreed that the Hatherley Drive / Cornaway Lane junction operates with reserve capacity.

A27 / Downend Road signalised Junction

- 8.5 It is recognised that the signal junction is forecast to operate with negative Practical Reserve Capacity in the future year and the applicant has agreed provide a financial contribution of £60,350 to mitigate against the development.

A27 Delme Arms Roundabout

- 8.6 A strategic improvement of the Delme Arms roundabout is proposed by HCC and the Applicant has agreed to provide a financial contribution of £12,323 towards the Council scheme.

9.0 SUMMARY AND CONCLUSION

- 9.1 It is agreed that HCC as Highway Authority raise no objections to the proposed development. Therefore HCC have confirmed that the site is acceptability in highway safety and sustainability terms, subject to the below Condition and the appellant entering onto a S106 Agreement to secure the following package of mitigation.

- 9.2 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 Road /A27 (£60,350);
- Cornaway Lane 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 a 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. Any works requiring a TRO must be satisfactorily completed prior to commencement of the development.


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.

David Wiseman – Director, Stuart Michael Associates

Signed Agreement on behalf of the Appellant



Gemma McCart – Transport Team Leader

Signed Agreement on behalf of the Highway Authority (HCC)

