



Land East of Newgate Lane East, Fareham
Appendices to Proof of Evidence of Tim Wall
Client: Miller Homes and Bargate Homes

APP/A1720/W/22/3299739 (P/22/0165/OA)

Date: 13 September 2022

Land East of Newgate Lane East, Fareham
Appendices to Proof of Evidence of Tim Wall
Client: Miller Homes and Bargate Homes

i-Transport Ref: ITB10353-025c

APP/A1720/W/22/3299739 (P/22/0165/OA)

Date: 13 September 2022

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APPENDIX A. Email to PINS on Access Plans
(23/08/2022)

Tim Wall

From: Jeremy Gardiner <jeremy.gardiner@pegasusgroup.co.uk>
Sent: 23 August 2022 12:37
To: Kerr.Brown@planninginspectorate.gov.uk
Cc: Kneen, Peter; Tim Wall; Trevor Moody
Subject: Appeal Ref. APP/A1720/W/22/3299739 Land East of Newgate Lane East, Fareham - Minor Highway Amendments
Attachments: ITB10353-GA-102E.pdf; ITB10353-SK-102.pdf; ITB10353-GA-032B.pdf; ITB10353-GA-032.pdf

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Dear Kerr,

In relation to our Appeal at Land East of Newgate Lane East, Fareham (APP/A1720/W/22/3299739) we identified to the Inspector at the CMC that some minor amendments were being proposed to the site access drawings to address Hampshire County Council (HCC) comments, affecting the proposed primary site access to Newgate Lane East and the pedestrian / cycle / emergency access to Tukes Avenue.

These amendments have now been submitted to HCC for their consideration as part of a Transport Assessment Addendum, and in our opinion constitute minor amendments that, under Wheatcroft, would not result in prejudice to any party by their consideration as part of the Appeal proceedings.

Set out below is the scope of the amendments proposed, which we consider to be minor in nature and not affecting the location, form or function of the proposed access works. In essence the amendments address matters of detail identified by HCC and would ordinarily be detailed as part of the Section 278 Processes with HCC in any event.

Newgate Lane East – Primary Access

HCC raised various comments in its application response relating to traffic capacity at the proposed roundabout junction and in relation to the detailed proposals for accommodating pedestrian and cycle connections with the scheme.

In response, the proposed scheme has been amended to:

- Increase the length of the flared (two lane) approach on the southern arm of Newgate Lane East
- Introduce a 0.5m wide margin to the footway / cycleways on Newgate Lane and the Site Access Arm
- Convert the footway / cycleway on the Site Access arm to segregated provision.

The revised drawing is provided as **ITB10353-102 Rev E**, and the Plan **ITB10353-SK-102** provides an overlay plan showing the changes between this and the TA drawing (ITB10353-GA-102 Rev C). The blue areas identify the alterations to the scheme.



In our opinion, these changes are very minor in nature and do not affect the principles of the scheme. We do not consider that any party would be prejudiced by including the amended scheme in the Appeal.

Tukes Avenue Access (Pedestrian / Cycle / Emergency Access)

HCC raised various detailed comments in its response relating to the detail of the proposed improvements to the service road connecting the Appeal Site to Tukes Avenue.

An alternative scheme has been prepared to respond to HCC’s comments and is presented in the TA Addendum, attached as ITB10353-GA-032 Rev B.

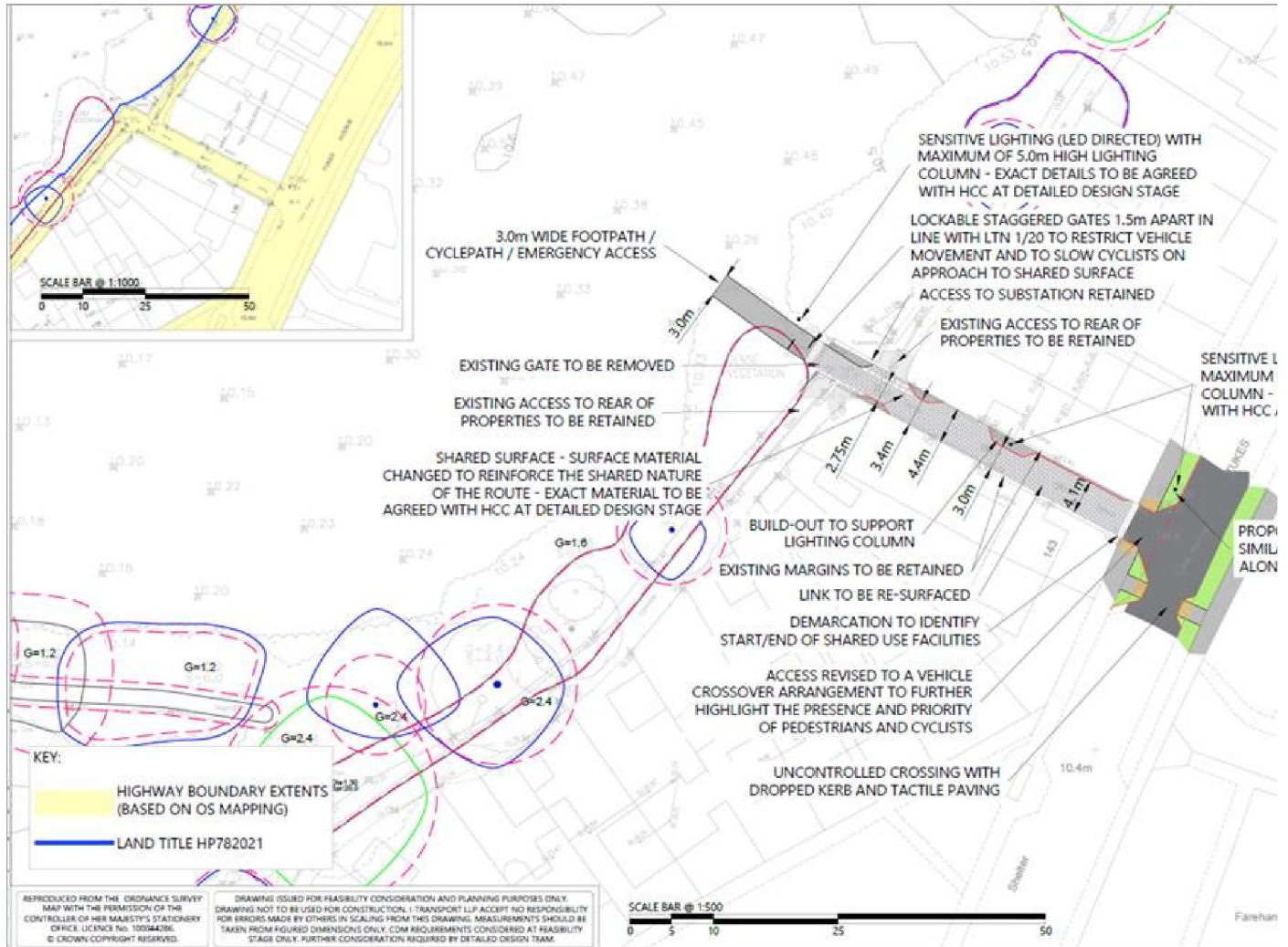
The changes are minor in nature and do not affect the principle of the works. The following changes have been proposed:

- Illustration of a different surface treatment and surface changes at either end to define the shared surface
- Amendments to the side road junctions (through build outs) to improve visibility

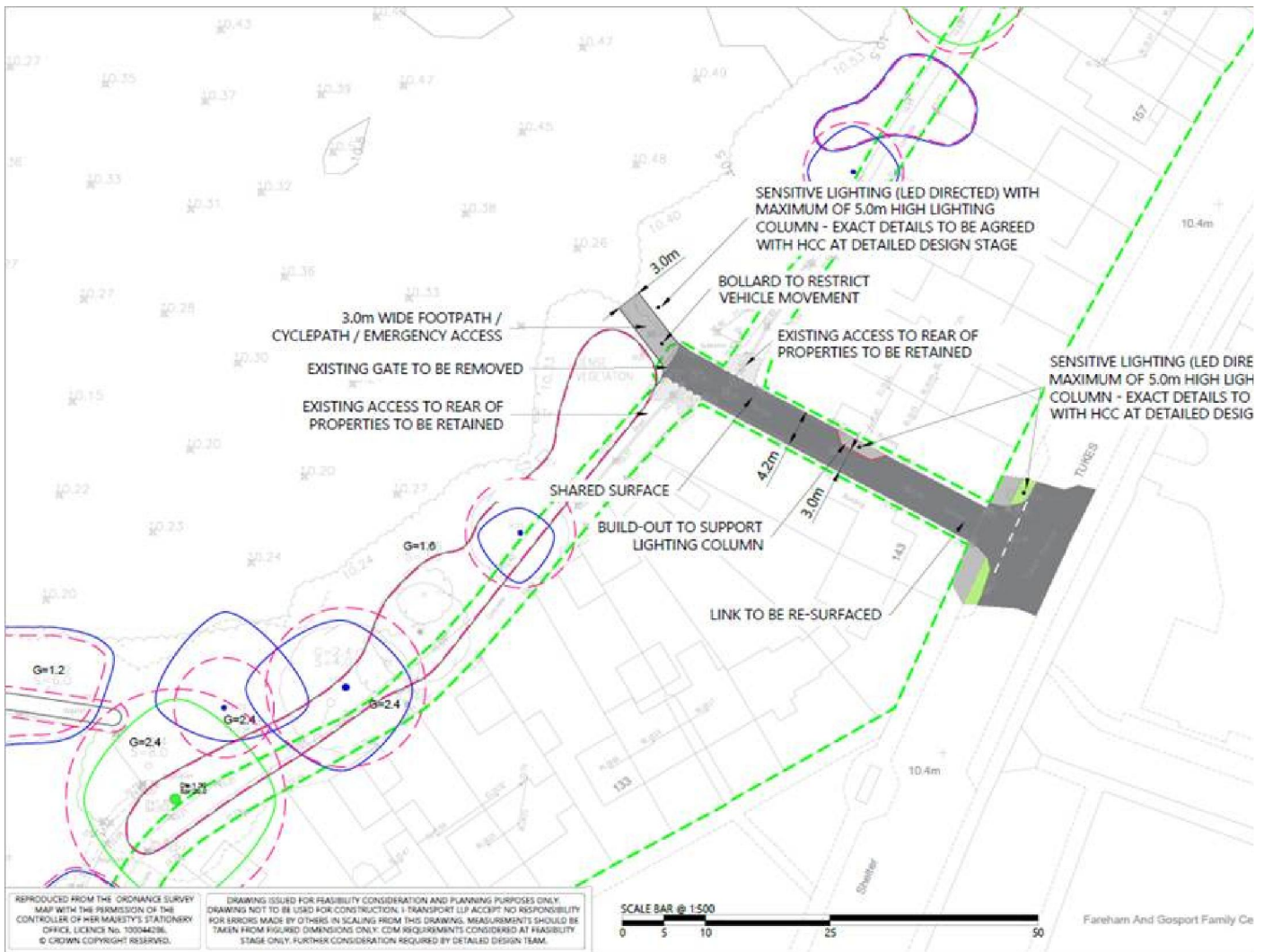
- Replacement of the proposed bollard at the site boundary to a staggered gate
- Amendment of the existing bellmouth to a cross over junction to Tukes Avenue
- Introduced new pedestrian crossing (on build-out) at Tukes Avenue opposite Woodcot Primary School
- Further detail on proposed signage.

The two schemes are compared below:

Revised Scheme (TA Addendum) – ITB10353-GA-032 Rev B



Original TA Scheme – ITB10353-GA-032



Again, the Appellants consider that, on the basis that the proposed changes are minor in nature and essentially layer further detail of the proposed improvements, we do not consider that any party would be prejudiced by inclusion of the amended scheme in the Appeal.

We look forward to hearing the Inspector's view on whether he considers that some form of consultation would be necessary before these amendments could be accepted as forming parts of the appeal proposal.

Kind regards,

Jeremy

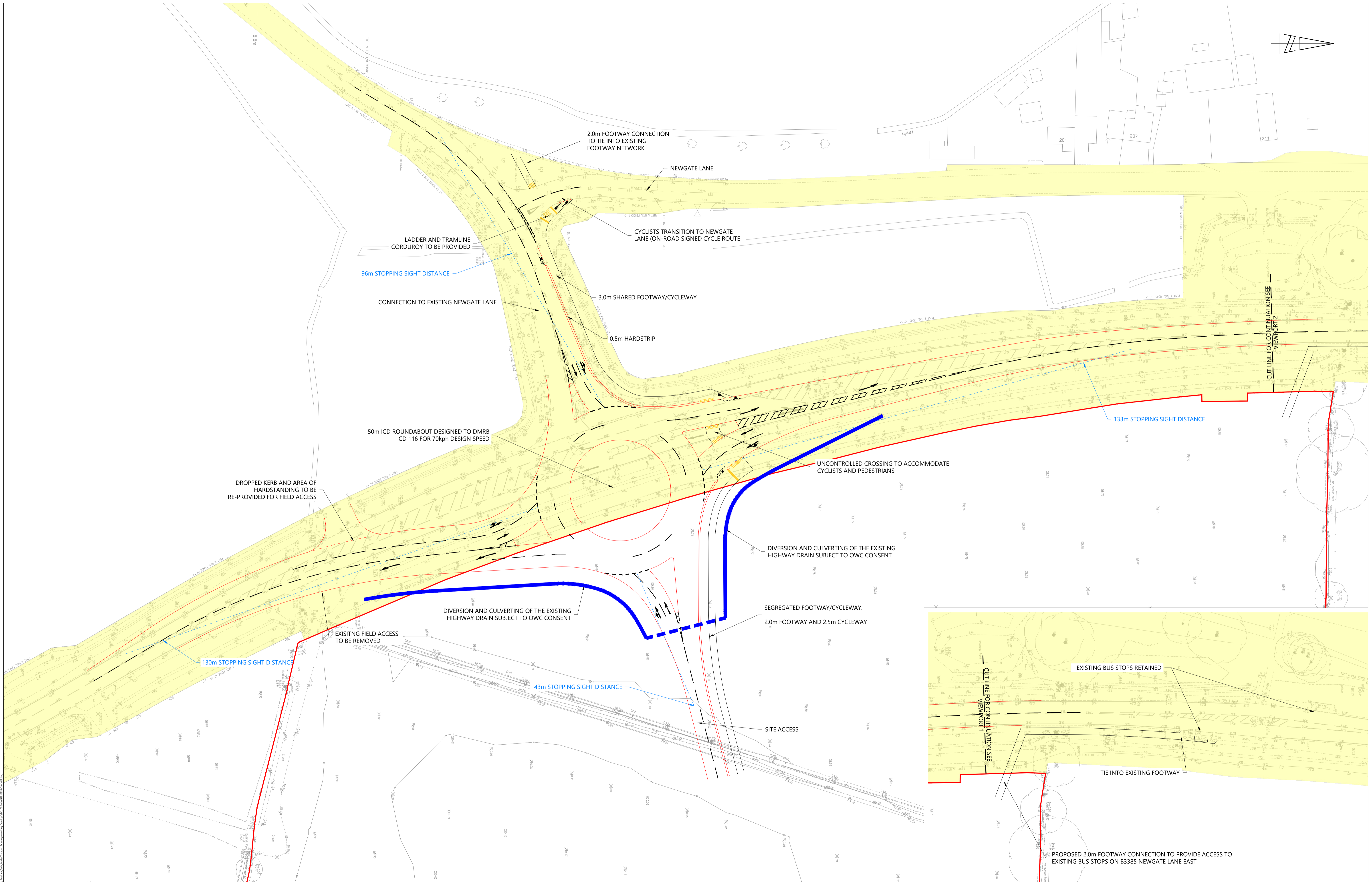
Jeremy Gardiner
Senior Director (Planning)

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SCALE BAR @ 1:500
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KEY:

- HIGHWAY BOUNDARY EXTENTS (BASED ON OS MAPPING)
- SITE BOUNDARY

REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT
E	21.07.22	MC	FLARE LENGTH INCREASED ON SOUTHERN ARM FOR CAPACITY	MC	TW	FOR INFORMATION
D	29.06.22	MC	DESIGN UPDATED TO INCORPORATE HCC COMMENTS	MC	TW	
C	26.01.22	MC	ANNOTATION EXITS	MC	TW	
B	25.01.22	MC	ARRANGEMENTS REVISED TO REMOVE OVERSILL AREA	MC	TW	
A	29.11.21	MC	ARRANGEMENTS REVISED TO TAKE ACCOUNT OF STAGE 1 ROAD SAFETY AUDIT	MC	TW	

TITLE	PROJECT	CURT
PROPOSED ROUNDABOUT TO NEWGATE LANE EAST - GENERAL ARRANGEMENT	LAND EAST OF NEWGATE LANE EAST, FAREHAM	MILLER HOMES AND BARGATE HOMES

DRAWN	CHECKED	APPROVED
MC	MC	TW
PROJECT No:	SCALE @ A1:	DATE:
ITB10353	1:500	25.10.21
DRAWING No:	ITB10353-GA-102	REV:
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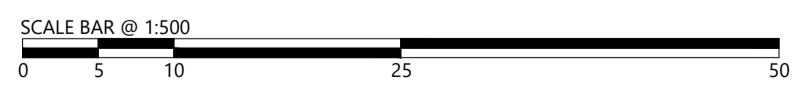


KEY:

	SCHEME PRESENT IN DRAWING ITB10353-GA-102 Rev C
	SCHEME PRESENT IN DRAWING ITB10353-GA-102 Rev E
	WIDENING (102 Rev C TO 102 Rev E)



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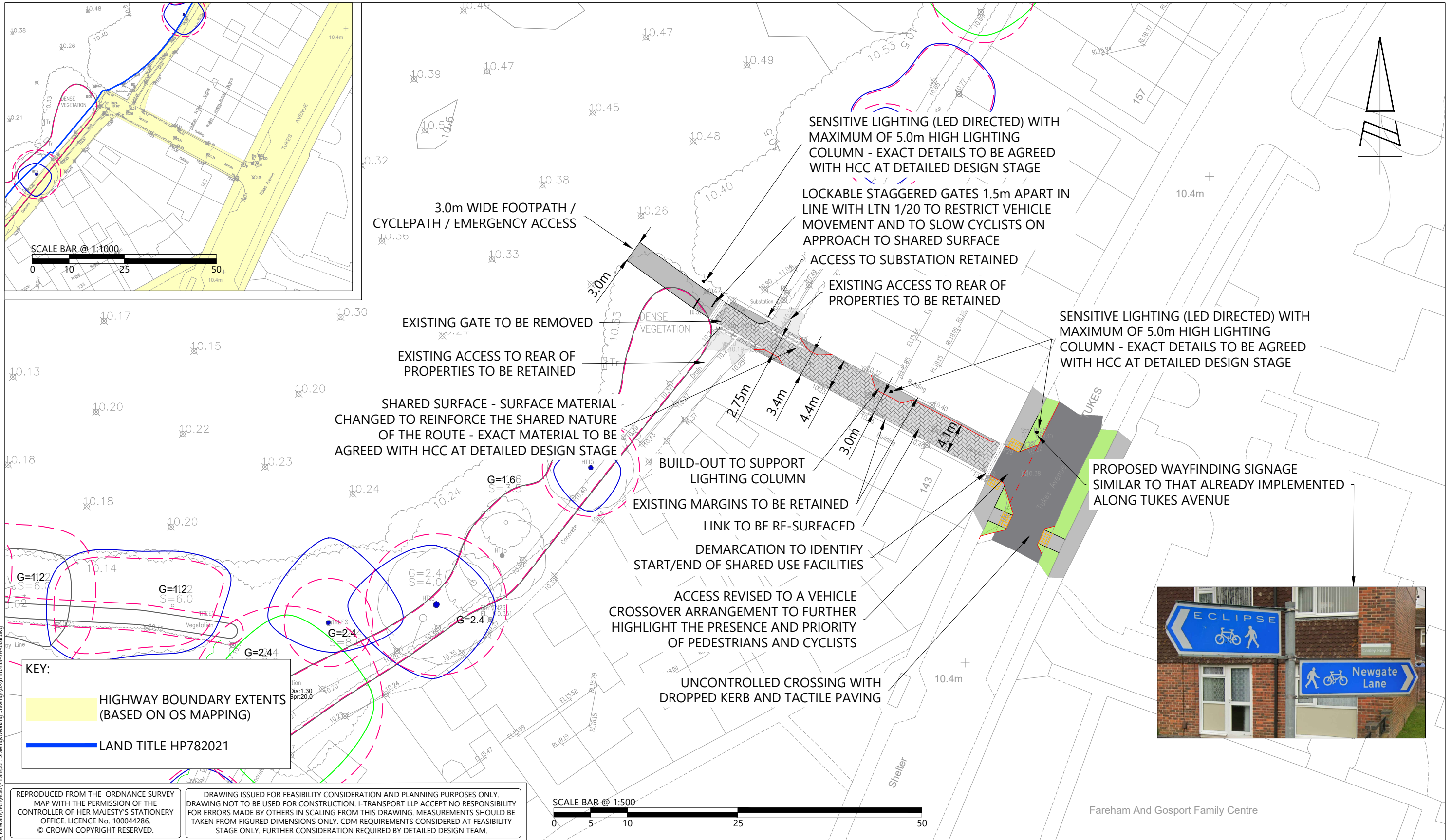
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REV	DATE	BY	DESCRIPTION	CHK	APP	PROJECT
			FOR INFORMATION			

TITLE	PROPOSED ROUNDABOUT TO NEWGATE LANE EAST - GENERAL ARRANGEMENT - OVERLAY PLAN	
CLIENT	LAND EAST OF NEWGATE LANE EAST, FAREHAM	MILLER HOMES AND BARGATE HOMES

DRAWN	MC	CHECKED	MC	APPROVED	TW
PROJECT No:	ITB10353	SCALE @ A1:	1:500	DATE:	26.07.22
DRAWING No:	ITB10353-SK-102			REV:	-



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SCALE BAR @ 1:500

<p>The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk</p>		<table border="1"> <tr> <td>REV</td> <td>DATE</td> <td>BY</td> <td>DESCRIPTION</td> <td>CHK</td> <td>APD</td> </tr> <tr> <td>B</td> <td>21.07.22</td> <td>MC</td> <td>DESIGN UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS</td> <td>MC</td> <td>TW</td> </tr> <tr> <td>A</td> <td>01.07.22</td> <td>MC</td> <td>DESIGN UPDATED TO INCORPORATE HCC COMMENTS</td> <td>MC</td> <td>TW</td> </tr> </table>	REV	DATE	BY	DESCRIPTION	CHK	APD	B	21.07.22	MC	DESIGN UPDATED TO INCORPORATE STAGE 1 RSA COMMENTS	MC	TW	A	01.07.22	MC	DESIGN UPDATED TO INCORPORATE HCC COMMENTS	MC	TW	<p>TITLE: FOOTWAY/CYCLEWAY/EMERGENCY PROPOSALS ONTO TUKES AVENUE</p> <p>PROJECT: LAND EAST OF NEWGATE LANE, FAREHAM</p> <p>CLIENT: MILLER HOMES AND BARGATE HOMES</p>	<table border="1"> <tr> <td>DRAWN:</td> <td>CHECKED:</td> <td>APPROVED:</td> </tr> <tr> <td>MC</td> <td>MC</td> <td>TW</td> </tr> <tr> <td>PROJECT No:</td> <td>SCALE @ A3:</td> <td>DATE:</td> </tr> <tr> <td>ITB10353</td> <td>AS SHOWN</td> <td>10.01.22</td> </tr> <tr> <td>DRAWING No:</td> <td colspan="2">REV:</td> </tr> <tr> <td>ITB10353-GA-032</td> <td colspan="2">B</td> </tr> </table>	DRAWN:	CHECKED:	APPROVED:	MC	MC	TW	PROJECT No:	SCALE @ A3:	DATE:	ITB10353	AS SHOWN	10.01.22	DRAWING No:	REV:		ITB10353-GA-032	B	
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APPENDIX B. Extract of TRL's Junctions 10 User Guide

Junctions 10 User Guide



APPLICATION GUIDE 74

Written by James C Binning, Graham Burtenshaw

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First Published 2021

ISSN 1365-6929

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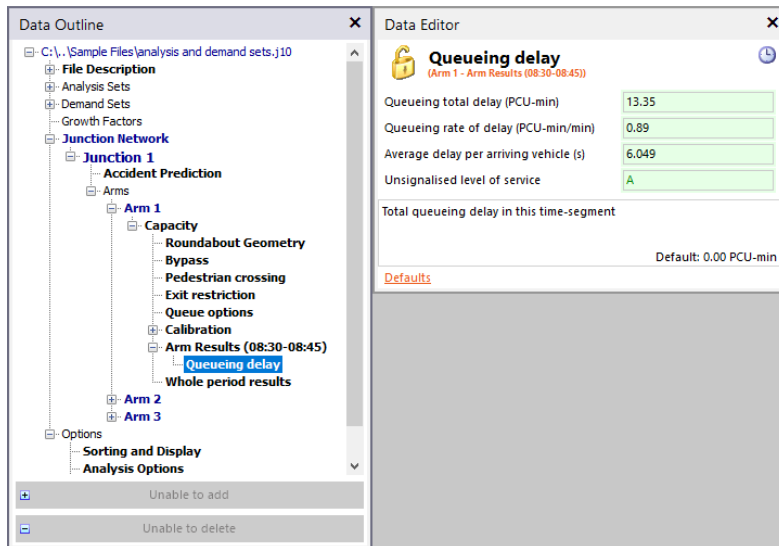
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10.3.1 Queuing Delay

This sub-section of time segment results can be accessed by clicking the relevant section in the Data Outline, under the *Arm Results* or *Stream Results* section.

To view these results you must be in [Advanced Mode](#) and must also tick *Options>Analysis Options>Calculate detailed queuing delay*.



Queuing Total Delay: This is the delay suffered during the time segment by all the vehicles which are queuing during that time. See [Delay Units](#).

Queuing Rate of Delay: See [Delay Units](#).

The **Level of Service** (Highway Capacity Manual (HCM 2000)) outputs show the unsignalised, and/or equivalent signalised, level of service values for the time segment, based on the Average Delay per Arriving Vehicle. The transportation LOS system uses the letters A through F, with the definitions below being typical:

- A = Free flow
- B = Reasonably free flow
- C = Stable flow
- D = Approaching unstable flow
- E = Unstable flow
- F = Forced or breakdown flow

The thresholds A-F are based on the queuing delay on each arm, and these thresholds differ for unsignalised and signalised junctions. (One reason for this is that delay at a signalised junction is more 'acceptable', because drivers expect to be delayed at traffic lights. For example, a delay of around 20s may correspond to unsignalised LOS C, but signalised LOS B.) Junctions 10 shows the LOS according to both the unsignalised and the signalised thresholds, for comparison purposes. If the junction is a signalised one, the LOS shown in results will be the signalised LOS.

Note that the LOS in Junctions 10 is based purely on the queuing delay, taking into account delay experienced in previous time segments (i.e. the Average Delay Per Arriving Vehicle). In some definitions, the control delay at an intersection also includes elements of geometric delay; these are NOT included due to the extra amount of data that would be needed. If you are interested in including these elements, you should use the Geometric Delay model and add the resulting geometric delay values to the queuing delay and then use the published thresholds to look up the corresponding LOS.

For further details about Level of Service, see http://en.wikipedia.org/wiki/Level_of_service.

APPENDIX C. Extract of FBC Local Plan Transport Assessment Addendum

Fareham Local Plan

Strategic Transport Assessment Addendum

Fareham Borough Council

10 May 2022

Final

Notice

This document and its contents have been prepared and are intended solely as information for Fareham Borough Council and use in relation to Fareham Local Plan Strategic Transport Assessment (TA (2020))

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This document has 74 pages including the cover.

Document history

Document title: Strategic Transport Assessment Addendum

Document reference: Final

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft for Client comment	SM	SM	SK	SK	19/01/2022
2.0	Second Draft for Client comment	SM	SM	SK	SK	04/03/2022
3.0	Final for Client comment	SM	SM	SK	SK	10/03/2022
3.1	Final for submission – very minor amends to version 3.1	NW (HS)	DM (HS)	DM (HS)	DM (HS)	10/03/2022
4.0	Final version amended to account for the following errors: <ul style="list-style-type: none"> - ArialMT font at intervals throughout the document - Update to version table and footer - Correction of factual error in paragraphs 8.6 and 9.16 and figures 8.1 and 8.2 (Newgate Lane/Longfield Avenue does not meet the agreed thresholds) - Correction of factual error at paragraph 7.10 (the list contains nine junctions and not five) 	NW (HS)	DM (HS)	DM (HS)	DM (HS)	10/05/2022

5. Do Minimum Modelling Results

Introduction

- 5.1. The SRTM has been used to model the proposed land allocations and identify key transport implications resulting from the scale and location of the allocations. Since the TA (2020), the SRTM model has been rerun with the new land use, highway, and public transport inputs.
- 5.2. This chapter summarises the highway outputs across the Fareham Borough for the 2036 Scenario 2 Do Minimum vs. 2036 Scenario 1 Baseline.
- 5.3. In the first instance, a comparison of the differences between the Baseline and Do Minimum scenarios was used to identify junctions and corridors within the Borough where future schemes may be required to mitigate the impact of the proposed Fareham Local Plan developments and thereby, enable its delivery.

Assessment Methodology

- 5.4. The modelled area of the SRTM is divided into four regions (Core, Marginal, Buffer and External), which differ by zone aggregation and modelling detail. Fareham Borough is within the Core Fully Modelled Area (the most detailed region of the model).
- 5.5. Due to the size of the SRTM, only the key network statistics for Fareham Borough have been summarised below, including vehicle hours, vehicle kilometres, and average speed. The impact on the full core model study area is generally negligible as land use changes between the scenarios are focussed solely on Fareham Borough. As would be expected, the impact across the wider area is diluted; as vehicles move further away from their destination, their impact is spread over a larger area.
- 5.6. Highways impacts are measured in modelling in terms of Passenger Car Units or PCUs. A PCU is a measure of the effect that each type of vehicle has on highway capacity. For example, a car has a PCU value 1. A Heavy Commercial Vehicle has a PCU value of up to 2.4, as typically these vehicles have an impact on capacity equivalent to more than two cars.
- 5.7. The operational capacity on all links on the approaches to junctions within Fareham Borough, and in the immediate vicinity of Fareham Borough boundaries has been assessed to identify potential capacity hotspots as a result of proposed Local Plan allocations.
- 5.8. Capacity hotspots are identified by the RFC which is the ratio of traffic flow (or volume) to available capacity (V / C) on each junction approach, presented as a percentage. A value of 85% is normally taken as the practical capacity value for design purposes. Junctions with a V / C of less than 85% on their approaches are said to be operating 'within capacity', with no or limited queues and delays. If the V / C is near or in excess of 85% then the junction is likely to be subject to intermittent queuing and delays and is said to be operating 'close to or at capacity'. A value greater than 100% means that the junction is 'over capacity' and significant queues and delays are likely to occur.
- 5.9. The change in RFC and delay between the scenarios has been calculated to identify locations where the forecast junction performance deterioration is most pronounced. The following criteria has been applied to identify junctions where operational performance worsens either significantly or severely (these criteria have been used on similar SRTM commissions in agreement with HCC and HE):
 - "significant" increase in RFC is where the RFC is greater than 85% and has increased by more than 5% on any approach arm; and
 - "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 per vehicle on any approach arm.

APPENDIX D. Extract of HCC / FBC SoCG



**Statement of Common Ground
between Hampshire County Council (Highway
Authority) and Fareham Borough Council**

September 2021

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1 Introduction

What is a Statement of Common Ground?

- 1.1 The Duty to Co-operate, introduced by the Planning and Compulsory Purchase Act 2004 (amended by Section 33A of the Localism Act) places a legal duty on local planning authorities, county councils in England and other prescribed bodies to engage constructively, actively and on an ongoing basis to develop development plan documents, including activities that prepare the way or support the activities of preparing development plan documents, in respect of strategic matters.
- 1.2 The Duty to Co-operate specifically relates to 'strategic matters' which are defined as follows:
 - Sustainable development or use of land that has or would have a significant impact on at least two planning areas, in particular in connection with sustainable development or use of land for or in connection with strategic infrastructure which has or would have a significant impact on at least two planning areas, and
 - Sustainable development or use of land in a two-tier area if the development or use— (i) is a county matter, or (ii) has or would have a significant impact on a county matter.
- 1.3 Paragraph 20 of the National Planning Policy Framework (NPPF) also outlines strategic priorities that a Local Plan should have strategic policies to cover. They include:
 - The provision of infrastructure for transport
- 1.4 In accordance with the NPPF (paragraph 24), public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out above. This forms part of each local planning authority's evidence for their respective emerging Local Plans.
- 1.5 This Statement of Common Ground (SoCG) has been prepared in accordance with Paragraph 27 of the NPPF and the section of the Planning Practice Guidance on Maintaining Effective Cooperation. It has also followed guidance prepared by the Planning Advisory Service (PAS) on this matter. It has been prepared in parallel with the Publication Local Plan (Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012¹). This Plan, upon adoption, will supersede the existing Fareham Local Plan Parts 1 and 2. The new Local Plan will cover the period to 2037 and sets out the vision, objectives and policies to guide future development in the Borough over the plan period.

What does this document include?

- 1.6 Section 2 outlines the strategic geography of the Borough including a brief description of the area in transport network terms.
- 1.7 Section 3 sets out the strategic issues which form the background to this SoCG.
- 1.8 Section 4 sets out the areas of agreement which have been reached on the issues.

¹ <http://www.legislation.gov.uk/uksi/2012/767/regulation/19/made>

Which parties are involved with this Statement of Common Ground?

- 1.9 This SoCG is an agreed statement between Hampshire County Council in its role as the Local Highway Authority (LHA) and Fareham Borough Council (FBC) as the local planning authority in relation to highway and transport matters associated with the Strategic Transport Assessment and the emerging Fareham Local Plan.

2.0 Strategic Geography

- 2.1 Fareham Borough is located in the south-eastern corner of Hampshire, bounded to the north by the chalk hills of the Hampshire and South Downs and to the south by the coastal waters of the Solent, with the estuary landscapes of the River Hamble and Portsmouth Harbour enclosing the Borough's to west and east. Fareham is a Borough of 7,780 hectares (30 square miles) and is the fourth smallest district in Hampshire.
- 2.2 In 2011, the population of Fareham Borough was approximately 117,000 people, a 3.1% increase from 2001. Fareham is the largest settlement in the area (42,000), and there are a number of other sizeable settlements above 5,000 population including Stubbington (24,644), Portchester (17,900), Park Gate, Segensworth, Salisbury, Titchfield, Locks Heath and Warsash.
- 2.3 Fareham Borough has significant connections to the motorway network and road routes of sub-regional importance, including the M27 which transects the Borough and connects Portsmouth to Southampton, the A27 which offers connections to Portsmouth, Chichester, Southampton and Eastleigh, and the A32 which links Fareham to Wickham and Gosport.
- 2.4 Fareham Borough is served by three rail stations; Swanwick Station to the West, Fareham Station in the centre; and Portchester Station in the East. The Borough also has a comprehensive bus network with the Eclipse Bus Rapid Transit (BRT) linking Fareham Rail Station and Town Centre to Gosport Town Centre and the Gosport Ferry. The most common method of travel to work (71%) is by driving a car or van to work whereas cycling and walking to work accounts for 11%.

3.0 Strategic Matters

- 3.1 FBC commissioned Hampshire Services in May 2019 to assist in delivering a Strategic Transport Assessment (STA) in support of its emerging Local Plan to 2036. The methodology, agreed with HA included 3 model runs; a Baseline, a Do Minimum and a Do Something, all with a 2036 end date. The STA modelled a development scenario consisting of 12,169 dwellings across the borough. This is greater than both the Publication Local Plan December 2020 (8,389 dwellings), and the Revised Publication Plan July 2021 consultation (10,594 dwellings) and was a result of the changing government policy with regards to housing need and the need to ensure that a suitable growth scenario was tested whilst on-going changes (proposed) were being made to the standard methodology for determining housing need. The result is that whilst the distribution of growth in the published Plans' development scenarios does not exactly align to the modelled STA scenario, in both cases the scale of growth is less than was modelled.
- 3.2 The published STA therefore modelled a higher level of housing development (11.4%) than is proposed through the Revised Publication Local Plan. The STA also includes a higher level of office use (68%), but a lower level of industry and warehousing (10%) and 80% more other land uses than the Revised Publication

Local Plan. As a result of these differences between the modelled scenario in the STA and the Revised Publication Local Plan FBC commissioned Hampshire Services to undertake some further sensitivity analysis of these differences to determine whether the STA remained valid.

- 3.3 This sensitivity analysis took the form of a Technical Transport Note which was published alongside the Revised Publication Local Plan in June 2021 and sets out the differences between the STA modelled scenario and the final development strategy as presented in the Revised Publication Local Plan 2037. Given that the overall quantum of development in the Revised Publication Local Plan is lower than that modelled in the STA, the Technical Note concludes that the overall transport impacts of the proposed allocations are likely to be capable of mitigation and the Plan is still considered to be deliverable and sound overall from a transport perspective, albeit with the potential need for some additional localised mitigation measures that will be derived through site specific transport assessments.
- 3.4 The STA includes within the Baseline, a package of highways works associated with the Welborne Plan including the full works at Junction 10 of the M27. At the request of the LHA, an additional model run was conducted to assess the option of 1,160² dwellings at Welborne, without the highway improvements at Junction 10. The outcome of the 'without Junction 10' scenario concluded that there was little difference between the with and the without J10 scenarios.
- 3.5 The Local Highway Authority is in the process of developing a new local transport plan with new development planning policies and guidance. Over the next local plan period this will change the highways planning context within which developers should bring forward their sites. In practice this means the local highway authority and FBC will be looking for developers to avoid the need to mitigate development impact through highway capacity schemes (as has been tested in this local plan TA) and instead use master planning to reduce car dependency and the need to travel and to design their developments around people not cars. It will also mean that developers will need to evidence that their masterplan access strategies are compatible with legally compliant targets set for carbon neutrality at national and local levels.

4.0 Areas of Agreement

- 4.1 The Local Highway Authority (LHA) and Fareham Borough Council (FBC) as Local Planning Authority have reached common ground on the following aspects relating to the Strategic Transport Assessment and the emerging Local Plan:
 1. That the methodology and process for undertaking the Strategic Transport Assessment is sound and has been agreed by the LHA.
 2. The use of the Sub Regional Transport Model (SRTM) for assessing the cumulative impact of Local Plan development and the methodology used is appropriate and sufficient.
 3. Sufficient engagement and consultation with the LHA were conducted on behalf of FBC by Hampshire Services, and directly, throughout the preparation of the Strategic Transport Assessment.

² 1,160 dwellings is conditioned as the maximum number of dwellings to be permitted at Welborne before the requirement for the junction 10 works is applied.



4. The criteria for assessing the significant and severe impacts of local plan development on highway junctions were approved by the LHA and are used in other local plan transport assessments across Hampshire.
5. The Do Something modelling is appropriate and demonstrates that mitigation schemes in the form of highway capacity enhancements are capable of mitigating the impact of the Local Plan development. Both authorities agree that further assessment will be required through localised junction modelling as part of site-specific transport assessments to fully assess the local impacts of Local Plan development.
6. The Do Something modelling for the Strategic Transport Assessment considered the highway impacts of increased motorised vehicle traffic and has not included a more detailed consideration of the impacts on public transport and active travel modes or the role both public transport and active travel modes can play in traffic reduction. Both authorities recognise that there are other solutions for mitigating the transport impacts from local plan development which are more in line with the policy agenda from central government on decarbonising transport (DfT July 2021 Decarbonising Transport) and from HCC on the role of transport in reducing transport emissions (HCC July 2020 Climate Change Strategy and Action Plan). This approach is a key guiding principle in the emerging Hampshire Local Transport Plan 4. A wider approach to transport mitigation with a focus on sustainable travel and the need to reduce carbon emissions will need to be applied at a strategic and site-specific level. This approach is set out in policies TIN1 and TIN2 in the Revised Publication Local Plan.
7. The Do Something mitigation scheme at the Delme Roundabout consists of a package of improvements which include the scheme (signalisation of A27 Cams Hill entry including bus gate) that has received government funding through the Transforming Cities Fund (TCF). The Do Something mitigation scheme will likely still require further funding from development sites for those elements not included in the TCF package of works should site specific transport assessments indicate that requirement.
8. The Welborne Plan adopted in 2015 identifies through its own Transport Assessment a package of mitigation measures (including the M27 junction 10 improvements) which are included in the 2036 Baseline. The additional modelling option carried out as part of the Strategic Transport Assessment, with the Welborne development capped at 1,160 dwellings and without M27 junction 10, is sufficient and no further modelling is required.
9. The changes made to the development strategy resulted in a development scenario in the Revised Publication Plan which is different to the scenario modelled in the Strategic Transport Assessment. Considering the overall reduction in numbers both authorities agree that the Plan is considered to be deliverable at a strategic level but recognise that there may be a requirement for additional localised mitigation identified through site specific transport assessments during the planning application process.
10. Aligning with the preference of the LHA (expressed through the Regulation 19 consultation response to the Revised Publication Local Plan) FBC has commissioned a further set of model runs on the development strategy in the Revised Publication Plan. At the time of writing this Statement of Common Ground the new modelling results were not available for review. Both authorities

agree that the new results will form a Strategic Transport Assessment addendum that will be available for the examination, and that the LHA will be consulted on the appropriate mitigation as part of the TA addendum process. Both authorities agree that the results of the additional model run will likely require alterations to the supporting text of Policy TIN2 in relation to identified mitigation schemes, and that this will be progressed through the examination process,

11. FBC and the LHA agree to continue to work together under the Duty to Co-operate when the Strategic Transport Assessment and Addendum are submitted as part of the evidence base supporting the Local Plan. The Local Highway Authority supports a plan-led system and will continue to support FBC in its work to adopt a new Local Plan.

5.0 Signatories

- 5.1 Both parties agree that this statement is an accurate representation of matters discussed and issues agreed upon.
- 5.2 It is agreed that these discussions will inform the Fareham Borough Council Local Plan 2037 and both parties will continue to work collaboratively in order to meet the duty to cooperate.
- 5.3 For the Local Highway Authority, the Statement of Common Ground is signed by Frank Baxter. For Fareham Borough Council this Statement of Common Ground is signed by Richard Jolley.

Signed:		Signed:	
Name: Frank Baxter		Name: Richard Jolley	
Position: Head of Integrated Transport		Position: Director of Planning and Regeneration	
<i>Hampshire County Council (as Local Highway Authority)</i>		<i>Fareham Borough Council</i>	
Date: 28/09/2021		Date: 28/09/2021	

APPENDIX E. Email from HCC on School Travel Plans

Tim Wall

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 30 August 2022 11:59
To: Tim Wall
Cc: McCart, Gemma; Cuss, Tina
Subject: RE: NGL East Appeal [Filed 30 Aug 2022 12:07]

Categories: Filed by Mail Manager

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Hi Tim

Thank you for the below. Taking each point in turn:

- *What schools this relates to?* This relates to the catchment schools covering the majority of the site; that is, Crofton Anne Dale Infant and Junior Schools and Crofton Secondary School.
- *Whether these schools already have travel plans?* None of these schools have current full travel plans.
- *What other sites may have made similar contributions?* A number of other sites countrywide have made similar contributions. In terms of recent more local planning application, we did not seek contributions for STP's as these developments were significantly more modest in scale.

Best wishes

Nick

Nick Gammer BA (Hons) MSc MCIHT
Principal Transport Engineer – Highways Development Planning
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<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

From: Tim Wall <tim.wall@i-transport.co.uk>
Sent: 05 August 2022 14:48
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Cuss, Tina <Tina.Cuss@hants.gov.uk>
Subject: RE: NGL East Appeal

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Nick,

Thanks for this.

Tina – that is helpful clarification. Please can you set out what you consider to be necessary in terms of a contribution, and a method for how this is calculated / what precisely it would fund.

Nick – In terms of the School Travel Plan contribution, as you know the Appellants are open to this, but I am not clear from the below:

- What schools this relates to?
- Whether these schools already have travel plans?
- What other sites may have made similar contributions?

Can you assist with this so that I can get instruction?

Thanks
Tim



Tim Wall
Partner
for i-Transport LLP

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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 05 August 2022 14:31
To: Tim Wall <tim.wall@i-transport.co.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Cuss, Tina <Tina.Cuss@hants.gov.uk>
Subject: NGL East Appeal

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Hi Tim

I had a few actions from our most recent meeting. Please see comments below.

- Regarding para 3.2.6 of the draft SoCG, I have had the response below from Hampshire Countryside Services. I suggest you liaise directly with Tina to resolve please.

The contributions we'd seek would be off-site long term maintenance proportional /pooled contributions rather than obligations to undertake improvement works.

- STP contribution justification.

The contribution requested is towards the provision of school travel plans and associated resource; this includes the development of School Travel Plans (STP) for local schools in the vicinity of the development, and associated capital and revenue costs to implement the STP in an effective and meaningful way. It is appropriate that this development contributes towards such provision to mitigate the impact of the development on travel to school.

The proposed development has the potential to generate significant new school journeys and there will be an impact on the highway, and the local environment of both the development and the local schools, if the chosen mode of travel by families is the car. Whilst the development may provide adequate infrastructure to promote non-car modes of travel, many families may still opt for the car for school travel if there is little or no engagement, promotion and education.

When looking to encourage positive travel behaviours, it is vital that these messages are introduced from the earliest possible opportunity with the school and any new parents in the housing development. This in turn supports the wider travel plan for the development site in achieving its targets to reduce car travel and maintain high highway safety standards.

Regarding calculating a reasonable contribution value, this is based on the number of houses proposed for each development and the likely number of school places that this will generate. Using Children's Services calculations on pupil yield from the number of dwellings, together with the school or schools the development lies within, will indicate the number of school travel plans required. Once the production of the STP has been completed for the primary phase schools (infant and junior) annual monitoring (through Modeshift STARS accreditation) is required for each year until Year 6 places are occupied (i.e. six years of monitoring). For existing secondary schools, monitoring takes place for 4 years after the production of the STP.

So that the STP can be a meaningful and useful document for both the school, its community and the development, and be delivered, a small resources budget is required for measures such as road safety training (e.g. Balanceability training) and travel to school maps to assist those traveling to the catchment school from the development, for the duration of the build-out phases.

The contribution value of £42,000 is calculated as below. This is based on a conservative average of the time it takes HCC to do the travel plans, including any consultation required, and a modest resources budget.

<i>Primary STP</i>	<i>£7,000</i>
<i>Secondary STP</i>	<i>£10,000</i>
<i>Monitoring fee p.a.</i>	<i>£1,000 (6 years for primary and 4 for secondary totalling £10,000)</i>
<i>Resources budget (primary)</i>	<i>£5,000</i>
<i>Resources budget (secondary)</i>	<i>£10,000</i>

- Wych Lane (route 347), Redlands Lane (route 350) and B3334 Gosport Road (route 268) are all in the FBC LCWIP.

Best wishes

Nick

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APPENDIX F. Email from HCC on PROW
Improvements

Tim Wall

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 05 August 2022 14:31
To: Tim Wall
Cc: McCart, Gemma; Cuss, Tina
Subject: NGL East Appeal [Filed 05 Aug 2022 14:49]

Categories: Filed by Mail Manager

CAUTION: This message originated outside of i-Transport. Use caution when opening attachments, clicking links or responding to requests for information.

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Best wishes

Nick

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APPENDIX G. Extracts of Access Strategy and HCC
Pre-Application Submission

TECHNICAL NOTE

Project No: ITB10353
Project Title: Land at Newgate Lane South, Fareham
Title: Site Access Strategy
Ref: TW/ITB10353-003 TN
Date: 5 February 2018

SECTION 1 INTRODUCTION

1.1.1 Miller Homes and Bargate Homes are promoting Land at Newgate Lane South for residential development. i-Transport is appointed to provide highways and transport advice in relation to the development proposal.

1.1.2 Fareham Borough Council (FBC) is preparing its Local Plan which will determine Fareham's spatial strategy to 2036. A Draft Local Plan was subject to consultation between October and November 2017. This identifies Land at Newgate Lane South as a site suitable for residential development under draft Policy HA2 for 475 dwellings:

“Planning Permission will be granted providing that detailed proposals accord with the policies in the Local Plan and meet the following site-specific requirements:

a) The design and layout of proposals shall be informed by and be consistent with the Development Framework in Appendix D;

b) The quantum of housing proposed shall be broadly consistent with the indicative site capacity;

c) Primary highway access shall be focused on Newgate Lane South in the first instance, with Brookers Lane having the potential to provide secondary access for a limited number of dwellings;

e) The provision of pedestrian and cycle connectivity between adjoining parcels as identified by the Development Framework, as well as safe pedestrian/ cycle crossing points of Newgate Lane South, safe and accessible walking/ cycling routes to local schools, open spaces and nearby facilities in Woodcot/Bridgemary;

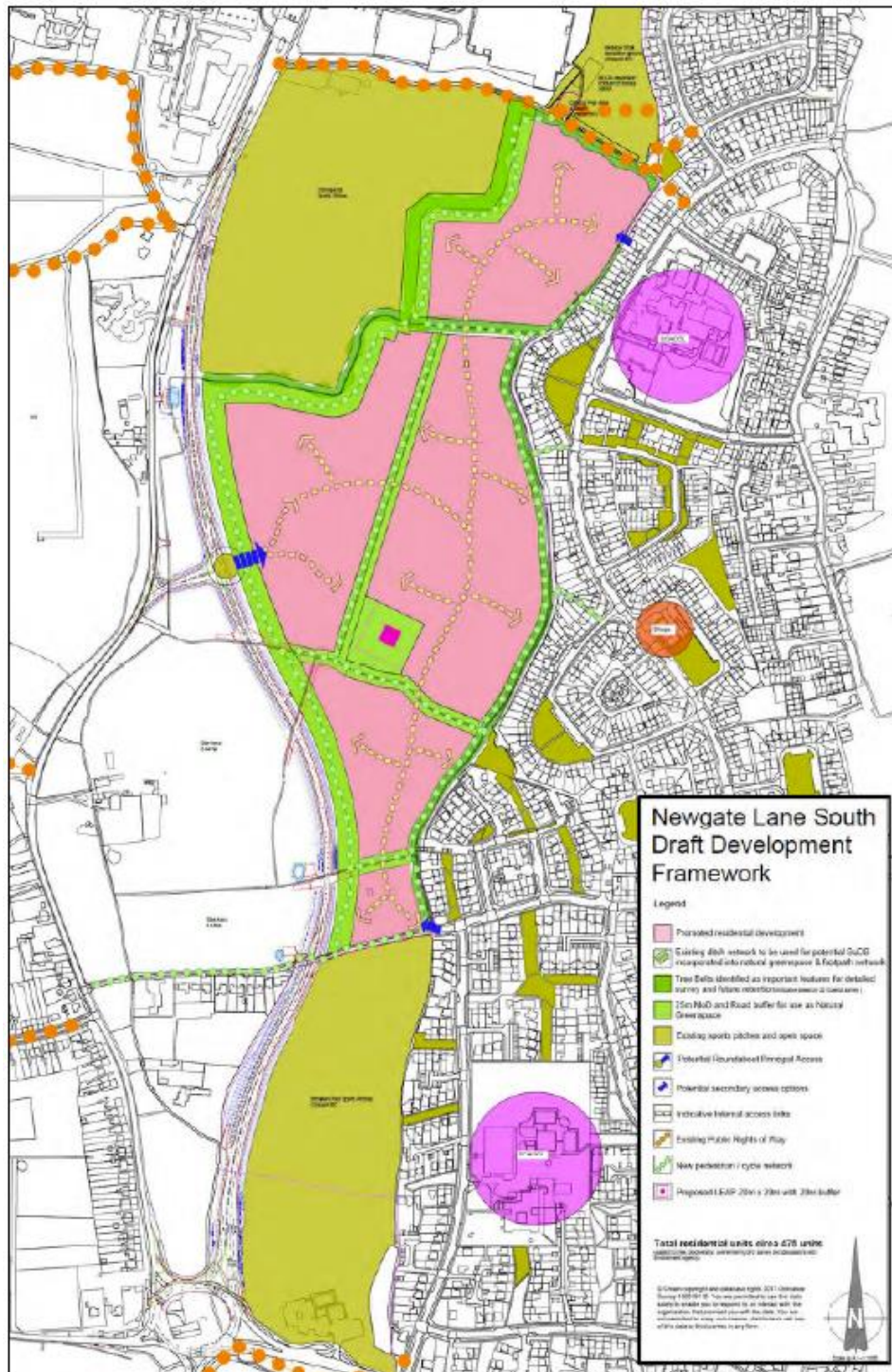
f) The provision of vehicular highway access between individual development parcels, as identified by the Development Framework, without prejudice to adjacent land in accordance with Policy D4;

j) Proposals shall either provide directly, or provide the mechanism for the delivery of the following infrastructure, having regard to national legislation on pooling contributions:

- **Off-site highway improvement and mitigations works;**

1.1.3 A draft development brief was also prepared to inform the Local Plan consultation. The Framework Plan is shown at **Image 1.1**. This identifies the expected areas of development and access strategy, with the primary access being taken from the new alignment of Newgate Lane South through delivery of a new roundabout junction.

Image 1.1: Draft Policy HA2 Allocation – Development Framework



1.1.4 In the context of the draft HA2 Allocation, this note has been prepared to present the latest details for the site access strategy for agreement with the local authorities.

SECTION 2 SITE ACCESS STRATEGY

2.1.1 The draft HA2 policy allocation identifies that primary access shall be focused on Newgate Lane South, with potential secondary access to Brookers Lane.

2.2 Primary Access to Newgate Lane South

2.2.1 Newgate Lane South passes through the site and offers a clear opportunity to deliver primary access to the site. However, the Newgate Lane South scheme is being delivered to address existing congestion issues, and so any access would need to:

- Minimise interruptions to main line traffic flow from turning traffic;
- Ensure that the function of the road (i.e. to increase traffic capacity and ease congestion), is not prejudiced by the delivery of a new access; and
- Be deliverable within design standards and highway constraints.

2.2.2 A review of potential access opportunities to Newgate Lane South has identified that:

- A priority junction (including Ghost Island) is deliverable in design terms but would offer insufficient peak period capacity to enable safe access to the site – This is demonstrated by the operational assessment of the proposed Newgate Lane priority junction which is expected to operate very poorly;
- A normal roundabout junction could be delivered in design terms, and would operate efficiently, without introducing any material impact on traffic using the Newgate Lane South corridor; and
- A traffic signal controlled junction could be delivered in design terms but would introduce regular delay and interruption to mainline traffic flow on Newgate Lane South, and so is less desirable.

2.2.3 On this basis, both a priority junction and traffic signal controlled junction have been discounted. A normal roundabout would however deliver an acceptable access.

Potential Roundabout Junction

2.2.4 **Drawing ITB10353-GA-003 Rev B (Image 2.1)** demonstrates how a four-arm 45m ICD four-arm normal roundabout could be delivered on Newgate Lane South which integrates the old Newgate Lane and provides two lane approaches on each arm.

2.4 Pedestrian and Cycle Access

2.4.1 To provide a permeable development suitable to encourage sustainable transport modes, a number of access points are proposed for pedestrians and cyclists to:

- **Newgate Lane** (the retained alignment will be a designated cycle route);
- **Tukes Avenue and Heron Way** (which are quiet residential streets);
- **Brookers Lane** (which is being upgraded to a cycle route); and
- **Woodcote Lane** (which is being designated as a cycle route).

2.4.2 The Overview Transport Strategy (July 2017) submitted to Fareham Borough Council as part of the Local Plan promotion identified the principles that will be applied through the development to encourage access by sustainable modes. These will be developed as a planning application is prepared and will be presented to HCC as part of a Framework Travel Plan.

SECTION 3 IMPACT ON NEWGATE LANE SOUTH

3.1.1 HCC has previously expressed concerns that the creation of a new junction onto Newgate Lane South could result in significant detrimental harm to the operation of the new road alignment, with increased journey times and delays.

3.1.2 To consider the impact of delivering a new access junction to Newgate Lane South, a traffic impact analysis has been carried out using the following parameters:

- **Baseline Traffic Data** – Updated baseline traffic data obtained from Manual Classified Counts undertaken at both Peel Common Roundabout and at Newgate Lane North junctions with Royal Sovereign Drive in November 2017;
- **Development Trip Generation** – Development traffic generation has been estimated using the agreed Newlands trip rates. Whilst the draft allocation is for 475 dwellings, 500 dwellings has been tested for robustness;
- **Development Trip Distribution / Assignment** – The Distribution and Assignment Model is presented at **Appendix A** and estimates development traffic generation based upon 2011 Census Data for commuting trips, a bespoke gravity model for non-commuting trips, and assigns traffic to the shortest route using online journey planning tools;
- **Committed Development** – A review of the local plan and recent planning history in the area identifies no significant residential developments in the area. The Daedalus Enterprise Zone has however been permitted, and so is included in the assessment; and
- **Future year Traffic Flows** – Using the TEMPRO database, future year traffic flows have been estimated for 2020 (assumed Opening Year) and 2036 (end of the Local Plan). The growth assumptions are presented in **Appendix B** and future year traffic flows are shown in **Figures TF31 & TF36**;

3.1.3 Two scenarios have been considered; one with Stubbington Bypass and a second scenario where it does not come forward. This therefore tests the resilience of the proposed access strategy to policy and funding changes. HCC's own Sub-Regional Transport Model (SRTM) has been used to analyse the impact of the bypass. This identifies that the scheme would reduce NGLS southbound traffic flows by some 30%, but is not expected to have any material impact on northbound traffic flows.

3.1.4 To consider the operation of the proposed site access roundabout, a traffic model has been constructed using TRL's 'Junctions 9' software, which is the latest release of the industry standard programme. **Table 3.1** summarises the results (**Appendix C**).

Table 3.1: Proposed Site Access Roundabout

	AM Peak Hour				PM Peak Hour			
	RFC	Queue (veh)	Delay (s/veh)	LOS	RFC	Queue (veh)	Delay (s/veh)	LOS
2020 "Without Stubbington Bypass" plus Development								
Newgate Lane (North)	0.50	1.0	3.53	A	0.77	3.2	7.87	A
Site Access	0.21	0.3	4.88	A	0.12	0.1	6.35	A
Newgate Lane (South)	0.79	3.5	8.40	A	0.70	2.2	5.93	A
Newgate Lane (West)	0.10	0.1	6.39	A	0.07	0.1	5.25	A
2036 "Without Stubbington Bypass" plus Development								
Newgate Lane (North)	0.55	1.2	3.89	A	0.81	4.0	9.30	A
Site Access	0.23	0.3	5.40	A	0.13	0.2	6.90	A
Newgate Lane (South)	0.81	4.0	9.15	A	0.73	2.6	6.56	A
Newgate Lane (West)	0.11	0.1	6.83	A	0.08	0.1	5.55	A
2036 "With Stubbington Bypass" plus Development								
Newgate Lane (North)	0.39	0.6	2.89	A	0.58	1.4	4.35	A
Site Access	0.18	0.2	4.14	A	0.09	0.1	4.49	A
Newgate Lane (South)	0.81	4.0	9.15	A	0.73	2.6	6.56	A
Newgate Lane (West)	0.11	0.1	6.83	A	0.08	0.1	5.55	A

Source: Junctions 9

3.1.5 The assessment demonstrates that the proposed junction would operate:

- Wholly within both design capacity and theoretical capacity, on all arms of the junction and under all scenarios. All arms of the junction are shown to operate with an RFC of less than 0.85 which is taken as design capacity;
- Without any significant operational impact on any approach – Maximum average delay on any arm is less than 10 seconds on any arm with corresponding vehicles queues of up to four vehicles, which is negligible and will not materially impact on journey times or user experience of the route;
- With a prescribed Level of Service of 'A' (Free Flow) on all arms of the junction, including under the 2036 scenarios without Stubbington Bypass; and
- Only marginally better with the Stubbington Bypass than without, with the bypass primarily improving the Newgate Lane north approach.

3.1.6 The National Planning Policy Framework (NPPF) sets out the key transport tests to consider when appraising a development proposal. This identifies that:

“development proposals should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”

3.1.7 In this context, the proposed junction plainly operates effectively and efficiently, and without causing material detriment to existing and future users of the corridor. Under any reasonable test, the impact of delivering a roundabout on Newgate Lane South to serve the site would fall far short of creating a severe residual cumulative impact.

3.1.8 A number of further points are worth noting:

- The approved Newgate Lane South scheme has a stated design speed of 40mph. Bearing in mind the generous road geometry proposed, and without any intermediary junctions, it is unlikely that traffic will remain at this speed and higher speeds are likely. The provision of a roundabout can assist in controlling speeds on Newgate Lane South to the design speed proposed; and
- The approved ghost-island junction between the new and retained alignments of Newgate Lane has been re-assessed using the updated traffic flows. The results (**Table 3.2 – Appendix C**) demonstrate that the approved junction would operate very poorly, with significant queueing and delay on the minor arm. This level of operation (Level of Service F – ‘Breakdown Flow’), will lead to drivers taking unnecessary risks to egress the junction, creating safety concerns. The delivery of a roundabout junction would resolve this.

Table 3.2: Permitted Newgate Lane Priority Junction

	AM Peak Hour				PM Peak Hour			
	RFC	Queue (veh)	Delay (s/veh)	LOS	RFC	Queue (veh)	Delay (s/veh)	LOS
2036 “Without Stubbington Bypass”								
Newgate Lane (North)	9999	14.9	1572	F	9999	9.4	1598	F
Newgate Lane (South)	9999	19.7	1569	F	9999	19.7	1569	F
Newgate Lane (West)	0.09	0.1	11.2	B	0.09	0.1	8.5	A
2036 “With Stubbington Bypass”								
Newgate Lane (North)	0.99	2.3	254	F	0.08	0.1	15	C
Newgate Lane (South)	0.86	2.7	265	F	0.58	1.2	123	F
Newgate Lane (West)	0.09	0.1	11.2	B	0.09	0.1	9	A

SECTION 4 SUMMARY AND CONCLUSIONS

- 4.1.1 Land at Newgate Lane South is identified as a draft residential allocation in the emerging Fareham Borough Local Plan to deliver around 475 dwellings by 2036. The draft policy identifies that primary access to the site would be from Newgate Lane South, with potential secondary access to Brookers Lane.
- 4.1.2 Assessment work presented to FBC has confirmed that a four-arm normal roundabout junction can be satisfactorily delivered to the Newgate Lane South alignment, in full accordance with DMRB standards. Appraisal of the future operation of the junction (even without the Stubbington Bypass) demonstrates that the junction would operate wholly within capacity and would not cause any material detriment to users of Newgate Lane South, with average vehicle delays of less than 10 seconds.
- 4.1.3 Opportunities to deliver a secondary access to Brookers Lane are being investigated but is not considered to be essential to the development of the site. This would serve a limited number of dwellings if brought forward.
- 4.1.4 Pedestrian and cycle access to the site would be delivered both to the east towards Bridgemary, and to the retained Newgate Lane. The principles of a Sustainable Transport Strategy have been identified and would be worked up in greater detail as the development proceeds.
- 4.1.5 In respect of transport, the NPPF sets out three key tests for development:
- Will safe and acceptable access be provided to the site for all modes?
 - Will the opportunities for sustainable travel be taken up?
 - Will there be a 'severe' residual cumulative transport impact arising?
- 4.1.6 This assessment has demonstrated that safe and acceptable access to the site for all modes can be readily delivered, and that to do so would not result in a severe residual cumulative transport impact. On this basis, there is no transport reason that the site should not be included in the Fareham Local Plan moving forward.
- 4.1.7 A future Transport Assessment to support a planning application for the development would consider transport matters in further detail and would be prepared in consultation with HCC and FBC.

