

APPENDIX A. Transport Assessment Scoping Note



Land East of Newgate Lane East, Fareham

Transport Assessment Scoping Note

Client: Miller Homes & Bargate Homes

i-Transport Ref: TW/GT/ITB10353-008b

Date: 26 October 2021

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SECTION 1 Introduction

- 1.1 i-Transport LLP has been appointed by Miller Homes and Bargate Homes to provide highways and transport advice in relation to the potential residential development on Land East of Newgate Lane East, Fareham. A planning application is being prepared for:

'Outline application, with all matters reserved except for access, for the construction of up to 420 residential dwellings, landscaping, open space and associated works, with access from Newgate Lane East'

- 1.2 The site lies to the south of Fareham, west of Bridgemary/Woodcot and east of Newgate Lane East (B2285). The site location is shown in **Image 1.1**.

Image 1.1: Site Location



Source: Google Maps

- 1.3 The site was formerly identified for allocation as a residential development site (for 475 dwellings) under Policy HA2 of Fareham Borough Council's draft Regulation 18 Local Plan. The site was omitted from the current submission Local Plan in November 2020.
- 1.4 Part of the former HA2 site (the southern parcel connecting to Brookers Lane) has since been consented through appeal for 99 dwellings (Appeals Ref. APP/J1725/W/20/3265860 and APP/A1720/W/21/3269030 – P/19/1260/OA). In allowing the appeal, the Inspector considered the site to be accessible in transport terms.

1.5 Scope and Structure

1.5.1 The remainder of this note has been prepared in line with the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG) and sets out the scope and methodology proposed to assess the impacts of the scheme through a Transport Assessment.

1.5.2 Specifically, this Transport Assessment (TA) Scoping Note has been prepared to consider the critical transport tests outlined in paragraphs 110 and 111 of the NPPF, namely:

- Will the opportunities for sustainable travel be appropriately taken up given the type of development and its location?
- Will safe and suitable access be provided for all users?
- Will the transport elements be designed in accordance with national guidance?
- Will the transport impacts of the site be adequately mitigated, such that the residual cumulative impact will be acceptable (i.e. not severe), and not result in unacceptable safety impacts?

1.5.3 The remainder of this note follows the same proposed structure as the TA:

- **Section 2** sets out the relevant national and local transport policies;
- **Section 3** reviews the existing transport conditions in the vicinity of the site;
- **Section 4** summarises the development proposal, including the proposed site access arrangements to Newgate Lane East;
- **Section 5** sets out the proposed measures for promoting sustainable transport;
- **Section 6** sets out the traffic parameters to assess the impact of the development proposal on the local highway network; and
- **Section 7** provides a summary of this note.

SECTION 2 Policy Context

2.1 The TA will review and summarise the following national and local policy:

- National Planning Policy Framework (NPPF);
- National Planning Practice Guidance (NPPG);
- Hampshire County Council's Local Transport Plan 3 (April 2013);
- Fareham Local Plan Part One (2011);
- Fareham Local Plan Part Two (2015);
- Fareham Regulation 19 Submission Draft Local Plan;
- Fareham Borough Transport Statement (2012);
- Fareham Borough Council Residential Car and Cycle Parking Standards SPD (2009); and
- Gosport Borough Local Plan 2011 – 2029

SECTION 3 Existing Conditions

3.1 This section of the TA will provide a detailed review of the existing transport conditions in the vicinity of the site and in the wider local area.

3.2 Walking and Cycling Opportunities

3.2.1 The site is located on the western boundary of the existing residential area of Bridgemary, and the site provides opportunities of pedestrian and cycle connection to:

- **Fareham to the north**

Immediately north of the site is the Speedfields Retail Park, the Collingwood Retail Park, the Davis Way Commercial Park and onwards towards central Fareham. On the northern frontage to the site is a dedicated footway / cycleway connecting Tukes Avenue and Newgate Lane, beyond which are interconnecting footways and cycle routes.

- **Bridgemary to the west**

Bridgemary is a well-established residential area which benefits from an extensive footway network on local streets, generally on both sides of the carriageway particularly on Tukes Avenue, Kent Road, Brookers Lane, and Wych Lane. Connections to Bridgemary offer access to local services and facilities (including the Woodcot Primary School, Bridgemary School, Tukes Avenue Local Shops, bus stops on Tukes Avenue, the Eclipse BRT and Cyclerooute (part of NCN 224).

Designated cycle lanes are provided along the A32 Fareham Road on both sides of the carriageway which extend circa 670m north of Wych Lane. To the south of Wych Lane, designated cycle lanes are provided on both sides of the A32 Fareham Road which extend circa 3.0 km south to the A32 Fareham Road / Brockhurst Road roundabout.

- **Newgate Lane to the west**

Newgate Lane to the west of the site forms part of a signed cycle connection between Peel Common and Palmerston Drive (connecting to the NCN 224).

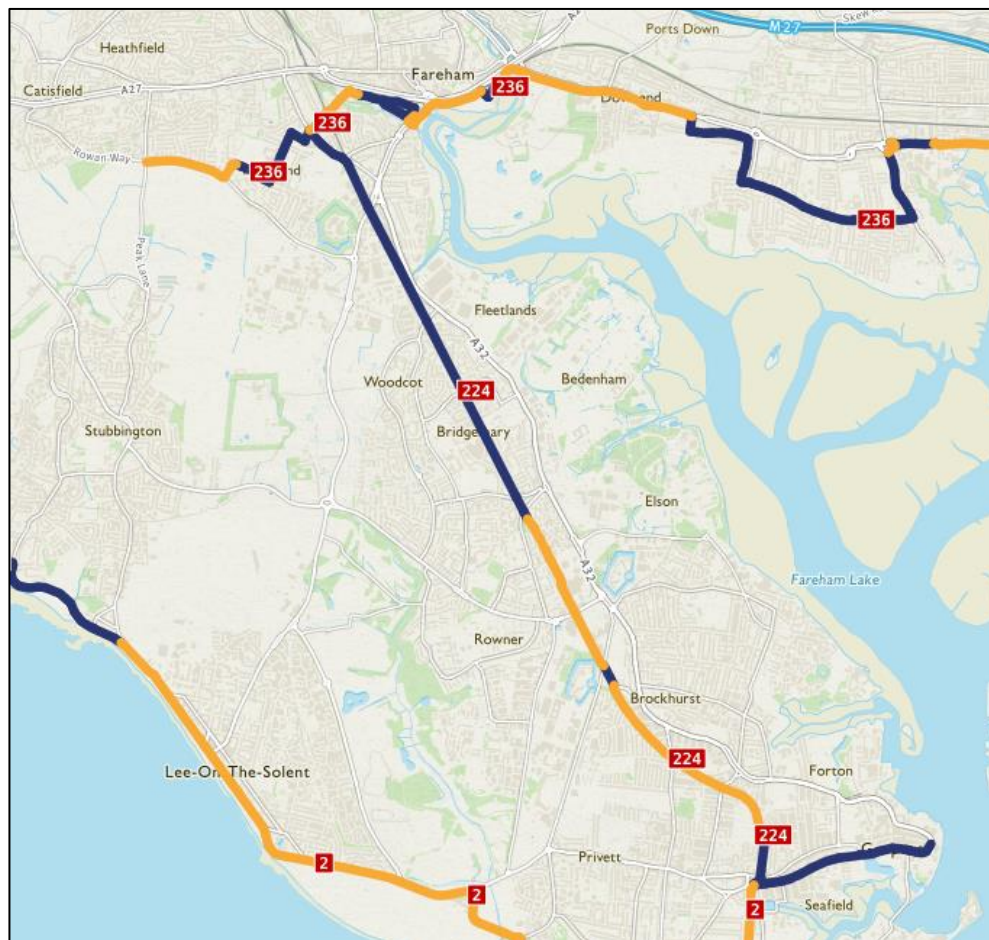
South of the site is Brookers Lane which forms connections to Woodcote Lane and forms a dedicated footway cycleway connecting between Bridgemary in the east and Newgate Lane to the west. A crossing is provided across Newgate Lane East which offers access to Newgate Lane, for onward connection to the dedicated and signed footways and cycleways north (towards Fareham) and south to Stubbington and the Solent EZ.

3.2.2 As part of the consented development at Brookers Lane, a package of walking and cycling improvements was developed comprising:

- Financial contributions towards delivering improved pedestrian facilities at Tukes Avenue, Wych Lane and Brookers Lane shown in the drawings in **Appendix A**.
- Contributions to the improvement of the Newgate Lane East / Brookers Lane crossing.
- Delivery of a 2.5m wide shared pedestrian cycleway on the western side of The Drive between Brookers Lane and the Peel Common Schools along with providing enhancements to the existing footway provision on the eastern side of the carriageway. These improvements are shown on **Drawing ITB13747-GA-101A** in **Appendix A**.

3.2.3 National Cycle Network (NCN) Route 224 is located to the east of the site and routes north to south through Bridgemarky. NCN 224 provides a mix of trafficked and traffic free routes through Bridgemarky towards Gosport to the south-east via NCN Route 2 and Fareham to the north via NCN route 236. An extract of the National Cycle Network Map is shown in **Image 3.1**.

Image 3.1: National Cycle Network Map Extract

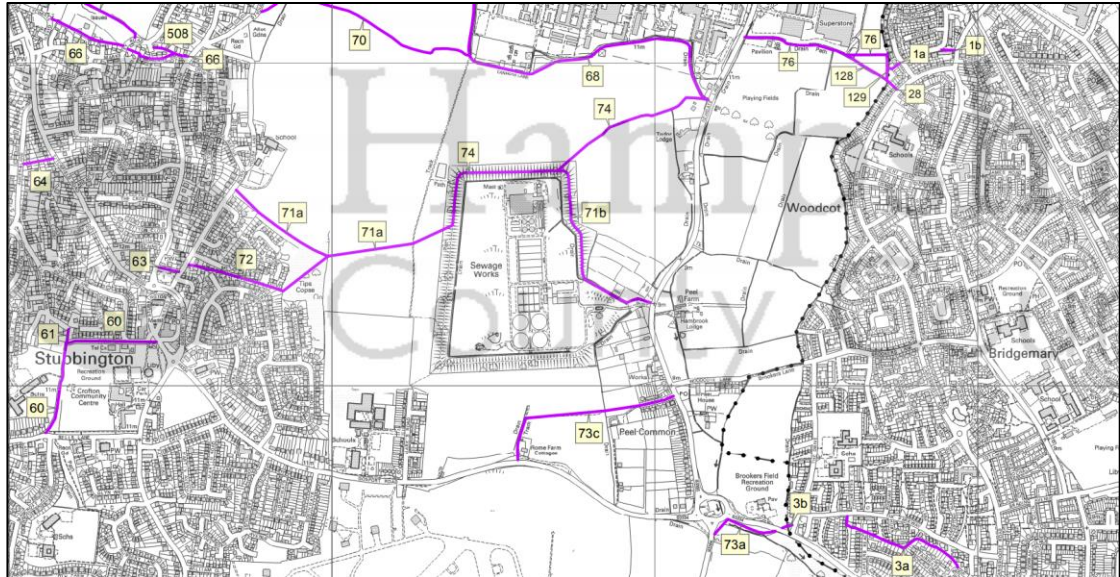


Source: ordnancesurvey.co.uk

Public Rights of Way

3.2.4 There is a network of PROW located within the vicinity of the site and an extract of the PROW Map for Hampshire is provided in **Image 3.2**.

Image 3.2: Hampshire PROW Map



Source: Hampshire County Council

- 3.2.5 Along the northern boundary of the site, a short network of footpaths (1a, 76, 128 and 129) provides a route between Tukes Avenue to the east and Newgate Lane to the west.
- 3.2.6 To the west of Newgate Lane, footpaths 68 and 74 can be accessed which route west towards Stubbington via footpaths 70 and 71a. Also, to the west of the site, Footpath 73c can be accessed via Woodcote Lane which provides an alternative access to Gosport Road which routes east to west towards Stubbington. Footpath 71b can be accessed via Newgate Lane which offers another route towards Stubbington via Footpaths 74, 71a and 72.
- 3.2.7 Brookers Lane has also recently been improved as part of the realigned Newgate Lane South scheme and now provides a 3m wide footway / cycleway along the southern boundary of the consented site to the south, across Newgate Lane where it connects to Woodcote Lane as shown on **Image 3.2**. Woodcote Lane connects to the 'old Newgate Lane' and provides a cycle route to the north to Fareham and to the south to the Daedalus Enterprise Zone and Stubbington.
- 3.2.8 The Transport Assessment will present detailed assessment of the available walking and cycling opportunities in the vicinity of the site and will present the findings of a Non-Motorised User Audit of local connections, identifying any improvements that may be required.

3.3 Public Transport

3.3.1 The closest bus stops to the site are situated on Newgate Lane East (300m west of the site) and at Tukes Avenue circa 350m east of the site. Further bus stops are located on and Henry Cort Way (931m north-east of the site) as part of the BRT Eclipse Network. **Table 3.1** summarises the details of all these services.

Table 3.1: Bus Route and Frequencies

Stop	Service	Route	Service Frequency		
			Mon-Fri	Saturdays	Sundays
Tukes Avenue	9 / 9a	Gosport – Privett – Rowner – Bridgemary - Fareham	1-2 services per hour	Hourly Service	Hourly service
Newgate Lane East	21	Fareham – Hill Head	One service every 1-2 hours	One service every 2 hours	-
Henry Cort Way	BRT E1 / E2	Fareham – Gosport	Every 10-15 minutes	Every 12-15 minutes	Every 25 minutes

Source: Traveline (Service frequencies affected by COVID)

3.3.2 Fareham rail station is located around 3.5km north from the site and is accessible via bus routes 9, 21 and the BRT, or by cycle. **Table 3.2** summarises the details of some key rail journeys to which are likely to be made by future residents.

Table 3.2: Key Rail Destinations – Fareham

Destination	Typical Weekday Frequency		Average Journey Duration
	Peak	Off Peak	
Portsmouth and Southsea	3-4 services per hour	3 services per hour	24 minutes
Portsmouth Harbour	3 services per hour	2 services per hour	28 minutes
Southampton Central	4 services per hour	4-5 services per hour	29 minutes
London Waterloo	Hourly*	Hourly service*	1 hour 46 minutes

Source: National Rail

*More services available which require 1 change

3.4 Local Highway Network

3.4.1 The existing conditions on the local highway network surrounding the site will be reviewed and will comprise the following roads:

- Newgate Lane East;
- Peel Common Roundabout and its approaches;
- Newgate Lane / HMS Collingwood access;
- Newgate Lane / Speedfields Park access; and
- Longfield Avenue Roundabout and its approaches.

3.4.2 A series of Manual Classified Count (MCC) surveys were undertaken in January 2019 covering all the locations outlined above and were agreed with HCC as representative for the basis of determining recent applications to the west of Newgate Lane East (P/18/1118/0A & P/19/0460/0A). It is proposed to utilise the same agreed data for the assessment.

3.4.3 The 2019 baseline data is presented in **Appendix C** (illustrated on **Figures TF1 and TF2**) and identified the following peak hours:

- Morning Peak: 07:45 – 08:45; and
- Evening Peak: 16:00 – 17:00.

3.4.4 It is requested that HCC confirm the proposed study area is considered appropriate for the Transport Assessment.

3.5 Personal Injury Accident Data

3.5.1 The TA will include a review of the Personal Injury Accident (PIA) data records in the vicinity of the site for the latest available 5-year period.

3.5.2 The extent of the study area is presented in **Image 3.3**.

Image 3.3: Extent of Accident Data Review



Source: Open Street Map

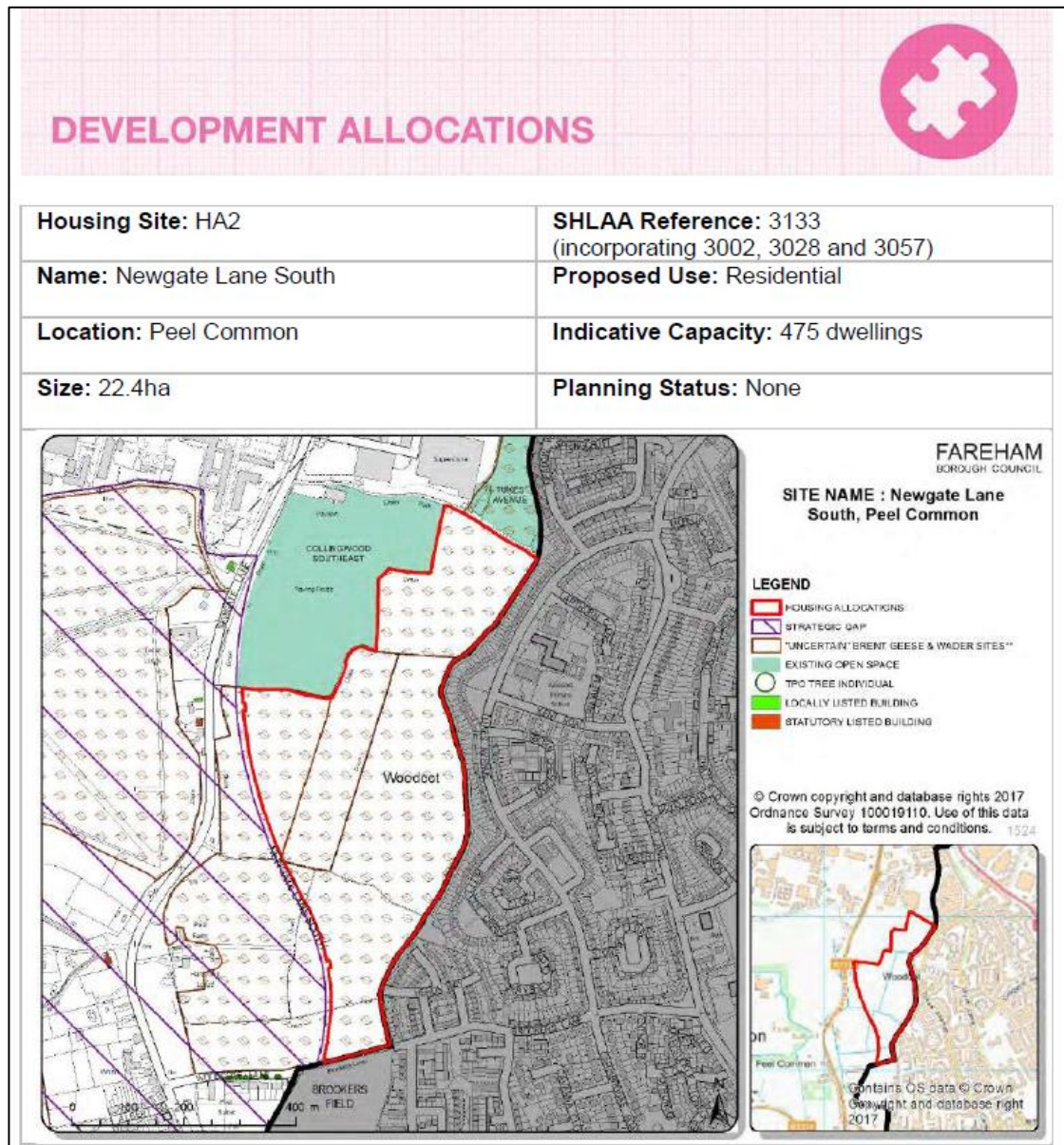
SECTION 4 Development Proposal

4.1 Overview

4.1.1 This section of the TA will provide details of the proposed development and access arrangements. Information will also be provided on the proposed parking and servicing provision, accepting that the application will be made in Outline, with all matters reserved apart from access. The proposed development consists of up to 420 dwellings.

4.1.2 The site was previously allocated within the Fareham Local Plan under Policy HA2 which is presented in **Appendix D** with an extract provided as **Image 4.1**.

Image 4.1: Policy HA2 Development Allocation Extract



4.1.3 The Policy requirements within HA2 relating to transport and highways were as follows:

- 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;
- 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;
- 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; and
- Proposal shall either provide directly or provide the mechanism for the delivery of off-site highway improvement and mitigations works.

4.2 Vehicular Access Arrangements

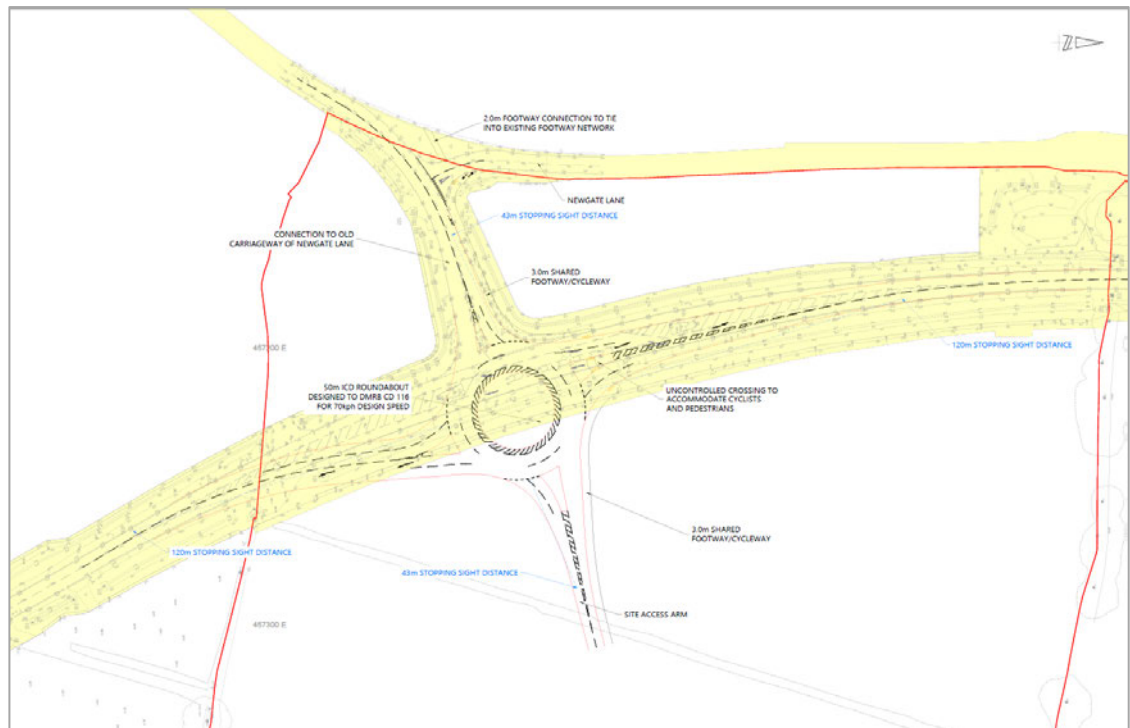
4.2.1 Vehicular access to the site will be achieved from Newgate Lane East, as identified within the former development allocation, in the form of a four-arm, 50m ICD roundabout with Newgate Lane. The junction has been carefully designed to meet the following objectives:

- Minimise interruptions to main line traffic flow on Newgate Lane East;
- Ensure that the function of the new 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 (DMRB CD116) and highway constraints.

4.2.2 No vehicular connection will be made between the site the consented Brookers Lane development, other than for emergency vehicles.

4.2.3 The proposed site access design is shown in **Drawing ITB10353-GA-012** (extract at **Image 4.2**) which presents an illustrative roundabout design.

Image 4.2: Site Access Arrangement



4.2.4 The proposed access roundabout has been designed in full accordance with the Design Manual for Roads and Bridges (DMRB) standards for a 40mph road (which is the posted speed limit on Newgate Lane South). It is proposed to submit the site access roundabout design to HCC as part of a Pre-Application Design Review accompanied by a Stage 1 Road Safety Audit.

4.2.5 As part of the Local Plan Reps prepared in July 2021 (report refs: ITB10353-005A and ITB10353-007) presented in **Appendix E**, it was demonstrated the proposed site access is capable of accommodating 525 dwellings rather than the proposed circa 420 dwellings. All arms of the proposed junction operate within design capacity (<0.85 RFC) and with a Level of Service rating of **'A – Free Flow'**. Maximum delay on any one arm is less than 10 seconds which is inconsequential and will have no material impact on the operation of Newgate Lane East. The Transport Assessment which will accompany the planning application will re-assess the proposed site access and the traffic impact assessment is presented in Section 6. It is expected the junction capacity assessment of the site access will continue to demonstrate there will be no highway operational concerns on Newgate Lane East.

4.3 Pedestrian / Cycle Access Arrangements

4.3.1 To ensure opportunities for sustainable travel to key local destinations, the access strategy proposed various connections to the local network:

- Access to Newgate Lane – two connections across Newgate Lane are proposed. A connection from the site to the existing crossing at Brookers Lane and at the Primary Site access, to connect to the Old Newgate Lane. A further connection will be made to connect to the bus stops on the site frontage.
- Access to Bridgemary – Connections for pedestrians and cyclists are proposed at Brookers Lane, to the PROW to the north of the site, and at various locations to Tukes Avenue for onward movement to Bridgemary.
- Access to Rights of Way – A connection to Public Footpath 76 routing to the north of the site will to be provided. This connects with the existing crossing facilities of Newgate Lane East.

4.3.2 A concept Masterplan for the development site is presented in **Appendix F** which demonstrates the potential pedestrian and cycle connectivity and integration to the local area. HCC are invited to share their views on the appropriateness of these pedestrian / cycle access locations.

4.4 **Site Layout and Parking Provision**

4.4.1 An illustrative site layout will be prepared to accompany the outline planning application to demonstrate how the development of the site can be achieved.

4.4.2 Layout will be a reserved matter and therefore the TA will establish the principles of the internal layout, but the detail will be confirmed during any subsequent reserved matters submission.

4.4.3 Car and cycle parking will be provided in accordance with FBC parking standards. Whilst this level of detail will be dealt with during a Reserved Matters planning application, the TA will demonstrate how sufficient and satisfactory parking will be provided as a statement of intent.

SECTION 5 Promoting Sustainable Transport

5.1.1 The TA will provide a review of the accessibility of the proposed development by walking, cycling and public transport to local services and facilities, including education, health, employment, leisure and retail. Demand for access to the site by active modes will be established.

5.1.2 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10 minute) walk.

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km.”

5.1.3 The National Travel Survey (2019) identifies the vast majority (80%) of trips are undertaken on foot for journeys up to one mile, whilst walking accounts for some 31% of all trips between 1 and under 2 miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between 2 and 4 miles equating to approximately 4% of all trips.

5.1.4 The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance ‘Planning for Walking’ (2015) which states:

“Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in thirty years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive.”

5.1.5 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking. This

5.1.6 Against this background, the following walking distances are identified:

- 800m – a comfortable walking distance
- 1,600m - a distance where most people (circa 80%) will walk and offers “the greatest potential to replace short car trips”; and
- 3,200m – i.e. the distance within which a significant proportion (circa one-third) of journeys will be on foot.

Cycling Distances

5.1.7 The Department for Transport’s Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

“... there is significant potential for change in travel behaviour. Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school.”

5.1.8 The DfT’s Gear Change A bold vision for cycling and walking states (page 11) that:

In particular, there are many shorter journeys that could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are cycled or walked. 58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017–2018. For many people, these journeys are perfectly suited to cycling and walking.

5.1.9 There is a wealth guidance on cycling distances, with 8km (5 miles) considered to be a reasonable cycle distance.

5.2 Accessibility

5.2.1 An assessment of the proximity of the site to local facilities was carried out as part of the Brookers Lane planning application (application ref: 19/00516/OUT) which is presented **Table 5.1** and on **Figure 1**.

Table 5.1: Local Facilities and Services

Purpose	Destination	Distance (m)	Walking Journey Time	Cycling Journey Time
Employment	HMS Collingwood	1200	14	5
	Newgate Lane Industrial Estate	1700	20	6
	Solent Enterprises Zone	1900	23	7
	Gosport Business Centre	2300	27	9
	Fareham Business Park	2400	29	9
	Frater Gate Business Park	2700	32	10
	Vector Aerospace	2700	32	10
Education	Peel Common Junior School	600	7	2
	Peel Common Nursery	900	11	3
	Holbrook Primary School	900	11	3

Purpose	Destination	Distance (m)	Walking Journey Time	Cycling Journey Time
	Badger Pre-School	1100	13	4
	Woodcot Primary School	1400	17	5
Retail	Tukes Avenue Shops	950	11	4
	Carisbrooke Precinct	1200	14	5
	Nobes Avenue Local Centre	1300	15	5
	Collingwood Retail Park	1400	17	5
	Speedfields Park	1400	17	5
	Brewers Lane Stores	1800	21	7
	Stubbington Village Centre	2700	32	10
Leisure	Brookers Field Recreation Ground	240	3	1
	Carisbrooke Arms Public House	1100	13	4
	Lee-On-The-Solent Golf Club	1500	18	6
	Bridgemary Library	1600	19	6
	Fleetlands Golf Club	1900	23	7
	Bridgemary Park	2000	24	8
	Fleetlands Football Club	2300	27	9
	Gosport Leisure Centre	3000	36	11
Healthcare	Bridgemary Medical Centre	1300	15	5
	Rowner Health Care	2000	24	8
	Fareham Road Surgery	2100	25	8

Source: Consultant measurements and calculations

5.2.2 **Table 5.1** shows the site is well located to a range of local services and facilities. The TA will assess the distance from the site to these local destinations and it is expected to demonstrate that, because of the site's location in relation to local facilities and the opportunities that are offered to travel by sustainable means, the proposed development complies with the NPPF in this regard and that in transport terms the site can be considered a sustainable development.

5.2.3 It is noted that the application adjacent to the site at Brookers Lane was determined to comprise a sustainable location for residential development.

5.3 Walking and Cycling Opportunities

5.3.1 It has been identified in Section 3 the site is well located to a good quality pedestrian and cycle network within Bridgemary. As part of the Bargate Homes consented development at Brookers Lane (application ref: 19/00516/OUT) a number of pedestrian / cycle infrastructure

improvements have been identified to key local destinations, with either financial contributions agreed with HCC or improvements to be directly implemented by Bargate Homes. In addition to this, and if considered necessary, the TA will investigate whether the local pedestrian and cycle network can be further enhanced to key local off-site destinations.

5.4 Public Transport Opportunities

5.4.1 The TA will assess the adequacy of the existing public transport facilities and services to serve the users of the site to reach destinations further afield, and if necessary, identify any improvements required.

5.5 Sustainable Transport Strategy

5.5.1 This section of the TA will consider how the site access strategy contributes towards promoting sustainable travel.

5.5.2 The site is well located for access to local facilities and benefits from sustainable connections offering opportunities to create a sustainable development that will not rely solely upon the private car.

5.5.3 A Sustainable Transport Strategy will be developed and will comprise a package of improvement to enhance access opportunities by all modes of travel.

5.6 Framework Travel Plan

5.6.1 A Framework Travel Plan (FTP) will be prepared to support the planning application and will be summarised in the TA. It will be demonstrated that the site is located in an accessible location, with genuine opportunities to make journeys on foot, by cycle and by public transport.

5.6.2 The FTP will be prepared alongside the TA and in accordance with HCC's travel plan guidance document '*Guidance on Development Related Travel Plans*' (January 2009) and the National Planning Practice Guidance (NPPG).

5.6.3 The FTP will focus on promoting sustainable lifestyles amongst new residents and visitors at the site, through the need for travel by private car, providing non-car mode travel options for local journeys and influencing modal choice. The FTP will also provide an initial framework for implementation, management and review of the Travel Plan.

5.6.4 The FTP will set out specific targets for the reduction in the peak hour and daily traffic generation of the site. A range of measures in order to achieve this reduction will be set out and further details of the targets and the measures to achieve them will be outlined in the TA.

SECTION 6 Traffic Impact

6.1.1 This section identifies the traffic parameters and approach that will be used to assess the traffic impact of the proposed development on the local highway network.

6.2 Baseline Traffic Data

6.2.1 Baseline traffic data was obtained in 2019 for the local highway network within the vicinity of the site and was agreed as a representative basis by HCC for the recent applications west of Newgate Lane East (**Appendix C**). As the Stubbington Bypass is still under construction, the data does not represent the likely traffic redistribution on the local highway network when the bypass opens. On this basis, the agreed exercise used as part of the Land at Newgate Lane South application (application ref: P/19/0460/OA) was developed and utilised to understand what the new baseline traffic scenario will be with the bypass in place.

6.2.2 The assessment used traffic data from the Newgate Lane Southern Section (NGLS) TA which shows existing traffic conditions on the highway network (DS1 = Without Stubbington Bypass) along with expected traffic conditions when Stubbington Bypass opens (DS2 = With Stubbington Bypass). The DS2 2019 baseline traffic flows had been calculated based on the percentage difference from the NGLS DS1 scenario to the NGLS DS2 scenario. The calculation is presented in **Image 6.1** and the converted 2019 baseline traffic flows are presented in **Appendix G**. The converted baseline traffic flows are also illustrated in **Figures TF3 and TF4**.

Image 6.1: Stubbington Bypass Conversation Calculation

Step 1: NGLS DS2 Traffic Flows ÷ NGLS DS1 Traffic Flows = Proportion Factor (%)

Step 2: 2019 Observed Traffic Flows (DS1) X Proportion Factor (%) = 2019 Observed Traffic Flows (DS2)

6.3 Trip Generation (Vehicles)

6.3.1 The proposed development will comprise a mix of private and affordable dwellings. Flats will be provided across the development but for the purposes of this assessment all development is assumed to comprise housing.

6.3.2 The trip rates for the proposed development have been derived from the TRICS database and are presented in **Appendix I**. The following parameters have been used to derive an appropriate and representative Vehicular Trip Rate:

- Private Dwellings and Affordable Dwellings:
 - Regions – all of England (except Greater London);
 - Range – 100 to 700 dwellings;
 - Time Period – surveys for the last nine years;
 - Location – Suburban / Edge of Town locations only; and
 - Date relevance – surveys undertaken during a week-day.

6.3.3 The proposed trip rates and associated trip generation is summarised in **Table 6.1**.

Table 6.1: Proposed Development Trip Generation

Time	Morning Peak			Evening Peak		
	In	Out	Total	In	Out	Total
Private (per dwelling)	0.131	0.382	0.513	0.361	0.156	0.517
Affordable (per dwelling)	0.160	0.280	0.440	0.290	0.207	0.497
Private: 252 dwellings (60%)	33	96	129	91	39	130
Affordable: 168 dwellings (40%)	27	47	74	49	35	84
Total	60	143	203	140	74	214

Source: TRICS / application ref: 19/00516/OUT

6.3.4 The proposed development is anticipated to generate 203 to 214 two-way vehicle movements during the peak periods. This equates to three additional vehicle movements per minute in the morning peak period and four additional vehicle movements in the evening peak period.

6.4 Traffic Distribution and Assignment

6.4.1 To distribute the development generated traffic onto the local highway network, the Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys and non-work trips have been considered by a gravity model. The Traffic Distribution Model is presented in **Appendix J**.

6.4.2 The likely journey purpose for the generated car driver peak hour trips has been determined using data derived from the National Travel Survey (NTS) 2019 (DfT), the proportion of the peak hour trips by journey purpose by car is presented in **Table 6.2**.

Table 6.2: Proportion of Peak Hour Trips by Journey Purpose (Car Driver Only)

Trip Purpose	Morning Peak	Evening Peak
Commuting / Business	36.8%	43.2%
All Other Journey Purposes	63.2%	56.8%
Total	100%	100%

Source: Car driver trip start time by trip purpose (Monday to Friday only): Great Britain, 2015/19, National Travel Survey, DfT, 2020

6.4.3 The data set out in **Table 6.2** has been used to distribute the generated traffic. For the purpose of this assessment, the analysis has been undertaken on the basis that 43.2% of the total vehicular trips generated by the development will be for employment journeys and the remaining 56.8% of the vehicle journeys will be for all other purposes for both the morning and evening peak periods.

Commuting Journeys

6.4.4 Travel to Work data contained within the 2011 Census has been reviewed to identify the likely destinations for employment journeys. The data for the residents of Gosport 001 mid-layer super output area (MSOA) has been used, which comprises the proposed development site and the surrounding residential area. The analysis is summarised in **Table 6.3**.

Table 6.3: Summary of Work Trips Distribution (Travel by Car)

Destination	Percentage of Trips to Work	Percentage of All Trips
Portsmouth	6.68%	15.45%
Fareham	5.17%	11.97%
Winchester	3.70%	8.56%
Swanwick	3.36%	7.79%
Stubbington	2.97%	6.87%
Eastleigh	2.42%	5.61%
Gosport	2.22%	5.13%
Southampton	2.15%	4.98%
Bridgemary	2.05%	4.75%
Havant	1.62%	3.75%
Brockhurst	1.17%	2.71%
Clayhall	0.94%	2.19%
Lee-on-the-Solent	0.77%	1.79%
Holbrook	0.68%	1.56%
Titchfield	0.57%	1.32%
Rowner	0.55%	1.28%
Privett	0.55%	1.28%
Catisfield	0.42%	0.96%
Other	5.21%	12.05%
Total	43.20%	100.00%

Source: Census 2011

Non-Employment Journeys

- 6.4.5 The distribution of non-employment trips has been estimated using the P/T² gravity model. This considers destinations within a 45-minute drive time of the site to reflect the more local nature of the likely destinations of these trips.
- 6.4.6 The population of key urban areas (likely destination for non-employment trips) has been estimated from the 2011 Census. Journey times were then estimated using journey planning software from the Google Maps Directions facility, based on peak hour journey times.
- 6.4.7 A summary of the distribution of trips for non-employment journey purpose by destination is presented in **Table 6.4**.

Table 6.4: Distribution of Other Journey Purposes (Car Drivers Only)

Destination	Percentage of Trips to Work	Percentage of All Trips
Gosport	12.18%	21.44%
Stubbington	10.76%	18.95%
Lee-on-the-Solent	10.17%	17.90%
Portsmouth	6.85%	12.06%
Fareham	6.14%	10.82%
Havant	6.00%	10.57%
Eastleigh	2.57%	4.52%
Portchester	1.53%	2.69%
Swanwick	0.60%	1.05%
Total	56.80%	100.00%

Source: Census 2011

Combined Distribution

- 6.4.8 The traffic distribution associated with the employment and non-employment trips has been combined and the overall traffic distribution for the development traffic is summarised in **Table 6.5**.

Table 6.5: Combined Distribution (Travel by Car)

Destination	Percentage of all Trips – Work	Percentage of All Trips – Non-Work	Percentage of All Trips
Gosport	2.22%	12.18%	14.40%
Stubbington	2.97%	10.76%	13.73%
Portsmouth	6.68%	6.85%	13.53%
Fareham	5.17%	6.14%	11.31%
Lee-on-the-Solent	0.77%	10.17%	10.94%
Havant	1.62%	6.00%	7.62%
Eastleigh	2.42%	2.57%	4.99%
Swanwick	3.36%	0.60%	3.96%
Winchester	3.70%		3.70%
Southampton	2.15%		2.15%
Bridgemarky	2.05%		2.05%
Portchester	0.29%	1.53%	1.82%
Brockhurst	1.17%		1.17%
Clayhall	0.94%		0.94%
Holbrook	0.68%		0.68%
Titchfield	0.57%		0.57%
Rowner	0.55%		0.55%
Privett	0.55%		0.55%
Catisfield	0.42%		0.42%
Other	4.92%		4.92%
Total	43.20%	56.80%	100.00%

Source: Census 2011

- 6.4.9 The traffic expected to be generated by the site (ref: **Table 6.1**) has been distributed across the local network to the destinations identified in **Table 6.5**.
- 6.4.10 To determine the routing of trips to these destinations, reference has been made to the Google Maps 'Directions' facility. A morning peak hour start time for journeys was utilised to ensure that peak period traffic conditions are reflected.
- 6.4.11 **Table 6.6** provides a summary of the assignment of development generated trips and the distribution and assignment is illustrated on **Figures TF5 to TF7**.

Table 6.6: Summary of Traffic Assignment

Description of Route		Routing (%)	Morning Peak Period			Evening Peak Period		
			In	Out	Two-Way	In	Out	Two-Way
North of Access	Newgate Lane	30%	18	43	61	42	22	64
	Longfield Avenue	7%	4	10	14	10	5	15
South of Access	B3334 Rowner Road	21%	13	30	43	29	16	45
	Broom Way	12%	7	17	24	17	9	26
	B3334 Gosport Road	30%	18	43	61	42	22	64
Total		100%	60	143	203	140	74	214

Source: Consultant's Calculations

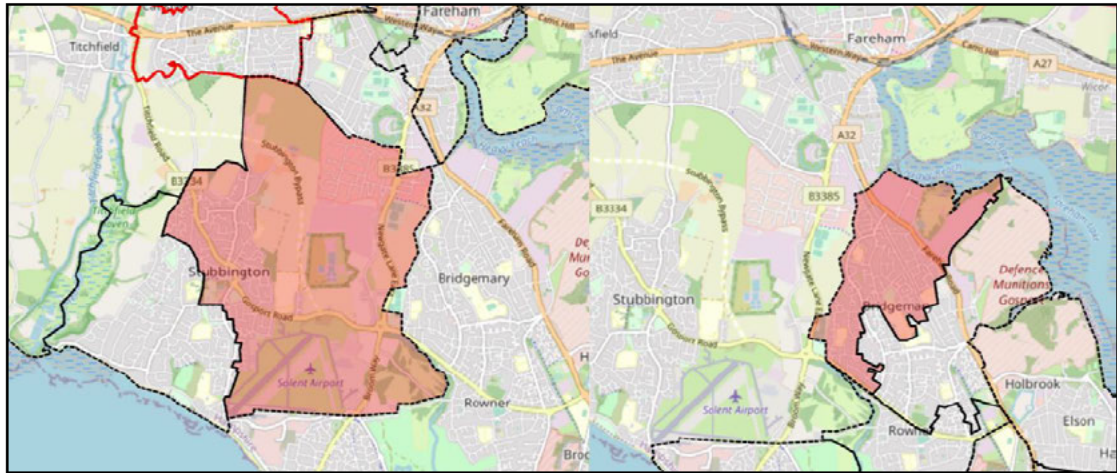
6.4.12 Based on **Table 6.6**, 75 to 79 two-way vehicle movements will route north of the site along Newgate Lane East in the peak periods which equates to around one vehicle movement per minute. To the south of the site, 128 to 135 two-way vehicle movements will be generated in the peak periods which only equates to around two vehicle movements per minute.

6.5 Traffic Growth and Committed Development

6.5.1 Factors to allow for background traffic growth from 2019 (the year the traffic surveys were undertaken) to 2021 (current baseline), 2026 (five years post submission of the planning application) and 2036 (end of the local plan period) have been derived using the TEMPRO software.

6.5.2 A study area forming Gosport 001 mid-layer super output area (MSOA) and Fareham 013 MSOA has been used as this is considered to best represent the proposed development in terms of proximity to the existing residential area of Bridgemary along with Stubbington to the west and the Daedalus Enterprise Zone to the south. **Image 6.1** presents the MSOA's which form the TEMPRO study area.

Image 6.1: TEMPRO Study Area MSOA Locations



Source: Nomis Web

- 6.5.3 In terms of committed development to be included within the Transport Assessment, it is proposed to include the Daedalus Enterprise Zone along with the recently consented Brookers Lane Development (application ref: 19/00516/OUT).
- 6.5.4 The traffic flows for these committed developments will be included manually within the cumulative traffic impact assessment. HCC are requested to confirm if these committed developments are considered appropriate and whether additional committed developments should be included.
- 6.5.5 To ensure there is no element of double counting of peak period vehicle flows on the local highway network, the future development assumptions included within the TEMPRO database have been adjusted to account for these committed developments. The TEMPRO calculations are included within **Appendix H** and the growth factors are summarised in **Table 6.7**. The future year traffic flows are presented on **Figures TF8 to TF21**.

Table 6.7: Growth Factors – Gosport 001 and Fareham 013 MSOA Study Area

Date Range	Morning Peak Period	Evening Peak Period
2019-2021*	1.0209	1.0190
2019-2026	1.0390	1.0363
2019-2036	1.0961	1.0961

Source: TEMPRO

*Note: 2019-2021 growth factor assumptions remain unadjusted.

6.6 Junction Capacity Testing

6.6.1 Based on the assessed assignment of development traffic, detailed junction capacity modelling is proposed to be presented (using Junctions 10 and LinSig) at the following locations:

- Newgate Lane East / Site Access roundabout;
- Peel Common roundabout;
- Newgate Lane / HMS Collingwood access;
- Newgate Lane / Speedfields Park roundabout; and
- Newgate Lane / Longfield Avenue roundabout

6.6.2 The following scenarios will be assessed. The 2021 Baseline year will be assessed using DS1 traffic flows (assuming no Stubbington Bypass), whilst the remaining scenarios will be assessed using DS2 traffic flows as the Stubbington Bypass is expected to be completed in 2022 and ahead of the occupation of the development:

- 2021 Baseline;
- 2026 'without development' i.e. allowing for background traffic growth and an committed developments (as identified by HCC);
- 2026 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal;
- 2036 'without development' i.e. allowing for background traffic growth and an committed developments (as identified by HCC); and
- 2036 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal;

SECTION 7 Summary

- 7.1** This Transport Assessment Scoping Report sets out the proposed methodology and parameters for the Transport Assessment to assess the transport and highways implications of the development of land to the east of Newgate Lane, Fareham.
- 7.2** Agreement is sought from HCC that the parameters and suggested approach identified in this report are acceptable.

APPENDIX B. HCC Pre-Application Advice and Responses



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Enquiries to	Nick Gammer	My reference	6/3/10/222
Direct Line	0370 779 4688	Your reference	
Date	26 th November 2021	Email	Nick.gammer@hants.gov.uk

Pre-Application Request for Land East of Newgate Lane East

Dear Tim,

Thank you for your pre-application review request and Transport Assessment Scoping Note dated 26th October 2021 relating to a proposed outline application, with all matters reserved except for access, for the construction of up to 420 residential dwellings, landscaping, open space and associated works, with access from Newgate Lane East.

Background

The application land was previously included in Fareham borough Council's local plan allocation for 475 dwellings known as HA2. This allocation has been removed from FBC's latest draft local plan. When this site was a proposed allocation, the HA raised the following objection to allocation HA2 (HCC Local Plan consultation response dated 8th December 2017).

HCC raises an objection to this proposal. The purpose of the current improvements to Newgate Lane is to address existing traffic congestion and environmental issues on Newgate Lane and other corridors providing access to the Gosport peninsula and to facilitate better strategic access to jobs at the Solent Enterprise Zone at Daedalus (which is also the case for the proposed bypass of Stubbington that would pass through the gap between Fareham and Stubbington). An aim of the Enterprise Zone is to contribute to reducing the number and duration of vehicle trips on roads on the Gosport peninsula, in particular out commuting towards the A27 /M27 to access employment in the morning peak travel period. It is therefore the policy of the County Council to maintain the utility of the improvements provided to Newgate Lane in these

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

terms. Consequently the proposed housing allocation which is likely to increase both the levels of out-commuting from the peninsula in the morning peak travel period and negate the purposes of the Newgate Lane improvements is not supported.

In view of the above comments, Hampshire County Council objects to policy HA2 (Newgate Lane South)

It is also worth noting that the now removed HA2 allocation was for 475 dwellings. The recently permitted site accessed via Brookers Lane for 99 dwellings forms part of HA2, therefore the proposal for 420 dwellings is greater than the 376 dwelling that would remain if the allocation was still valid.

Regarding the approval of 99 dwellings accessed via Brookers Lane, it is correct that the HA ultimately did not object to this application and the inspector found the site acceptable, including with regard to accessibility. However, it is also noted that the appeal sites west of Newgate Lane were not considered accessible, with the inspector concluding:

the limitations are such that they would not be in an accessible area, with particular reference to public transport and walking facilities, and I do not regard the sites as being sustainably located

Finally, the proposals set out in the scoping note are likely to be contrary to HCC's emerging Local Transport Plan 4 document (LTP4) in terms of access onto the HA's primary network. It is anticipated this document will be adopted as policy in 2022.

Policy Context

The documents set out are acceptable. However, Fareham Regulation 18 Submission Draft Local Plan (2017) and the HA's response to this would also be relevant.

Further documents may require consideration depending upon the outcome of future discussions.

Existing Conditions

It is noted that the TA will provide a detailed review of the existing transport conditions in the vicinity of the site and in the wider local area. This should include a WCHAR assessment of routes to key destinations, including identification of improvements to existing pedestrian and cycle facilities as set out in HCC's Technical Guidance Note TG19.

Existing conditions on the local highway network surrounding the site should be reviewed as suggested. However, the study area for capacity assessment will

be confirmed upon agreement of trip generation, distribution and assignment (discussed below). The areas suggested in 3.4.1 are unlikely to be sufficient for a development of this size.

Use of the Manual Classified Count (MCC) surveys were undertaken in January 2019 are considered acceptable subject to the application being submitted prior to the end of January 2022 and being appropriately factored to account for traffic growth. Additional traffic data covering a wider area is likely to be required. The appropriate peak hours will be confirmed upon review of any required additional traffic survey data.

As stated in the scoping note, Personal Injury Accident (PIA) data records in the vicinity of the site for the latest available 5-year period should be provided within the TA. The study area for PIA analysis will be confirmed upon agreement of trip generation, distribution and assignment. It is worth noting the existing 'left in/ left out' Speedfields Park access is currently being monitored with respect to PIAs.

Development Proposal

Vehicular Access Arrangements

The proposed four-arm, 50m ICD roundabout at the junction of old Newgate Lane/ Newgate Lane East shown on drawing ITB10353-GA-012 has not been reviewed as it is understood a separate Pre-Application Design Review will be submitted in relation to this proposal. The operation of the proposed roundabout will require assessment once an acceptable design and trip generation, distribution and assignment have been agreed.

It is noted that no vehicular connection is proposed between the site the consented Brookers Lane development, other than for pedestrians, cyclists and emergency vehicles. This is supported in principle; however, confirmation should be provided that access for emergency vehicles can be provided as pedestrian and cycles connections only are secured to the site boundary in the recent Brookers Lane permission.

The emergency services should be consulted regarding the access arrangements and confirmation of acceptance provided within the TA.

Pedestrian/ Cycle Access Arrangements

Please note the development lies within the current catchment areas of the following schools. Approximate distances to these schools have been included in brackets for your information.

- Crofton Anne Dale Infant and Junior (4,600m)
- Wallisdean Infant and Junior (2,900m)
- Fareham Secondary Academy (2,400m)
- Crofton Secondary (3,100m)

Regarding access across Newgate Lane, two connections are proposed. Firstly, via connection from the site to the existing crossing at Brookers Lane and secondly at the Primary Site access, via an uncontrolled crossing of the northern arm of the proposed roundabout, to connect to old Newgate Lane. Given the likely demand for walking and cycling to Stubbington, not least due to schools here being the catchment for the majority of the site, it is anticipated both these crossing points will require signalisation. Further information should be provided within the TA in this regard.

It is also noted a further footway connection is proposed to connect to the existing bus stops on Newgate Lane East adjacent to the site frontage. Given the presence of a ditch this is likely to require OWC consent. It should be demonstrated that this connection is achievable. The suitability of routes to other bus stops in the vicinity should be assessed and improvements proposed where required.

Regarding access to Bridgemary, connections for pedestrians and cyclists are proposed at Brookers Lane, to the PROW to the north of the site, and at various locations to Tukes Avenue for onward movement to Bridgemary. All connections to the site need to be demonstrated as achievable, including in terms of land availability and design; this should include consideration of ecology/ arboriculture impacts. There is also concern regarding the safety and attractiveness of the proposed pedestrian and cycle connections to Tukes Avenue as these initially link to an unlit and poorly overlooked service road running to the rear of existing properties; this should be given due consideration in the context of personal security concerns and improvement proposals presented within the TA.

Regarding access to PROWs, including the shared use path to the north of the site, again these connections need to be demonstrated as achievable in terms of land availability and design. Footpaths 74/ 71a/ 72 and footpaths 68/ 70 provide direct routes to Stubbington, these should be included in the WCHAR assessment as should the PROWs to the north of the site.

Site Layout and Parking Provision

Regarding parking and internal layout, it is noted this would be subject to a reserved matters application should the development come forward. The development should be designed to comply with Manual for Streets in terms of the design criteria including geometry, visibility and provisions for emergency vehicles and arrangements for refuse storage and collection. The applicant is also required to provide auto tracking for the largest vehicles entering the site to ensure adequate turning is available on site to prevent the requirement for vehicles to reverse to/from the public highway. For any internal areas being offered for adoption, early engagement with Hampshire County Council's Section 38 team is strongly advised. A Stage 1 Road Safety Audit will be required for any non-standard designs or Departures from Standard.

Car and cycle parking within the development should be provided to fully accord with the requirements set out within the adopted local authority standards in terms of the scale of the provision and the dimensions of those parking spaces.

Promoting Sustainable Transport

As stated in the scoping note and as set out above, the TA should provide a review of the accessibility of the proposed development by walking, cycling and public transport to local services and facilities.

A bespoke assessment of the proximity of the site to local facilities should be provided; the Brookers Lane site is a substantially smaller quantum of development, in a different location and with different access points. An assessment of the proposed development's compliance with NPPF in terms of the site being considered sustainable will be provided once this information has been supplied, noting the comments made in the Pedestrian/ Cycle Access Arrangements section above.

As noted in the scoping note, the TA should assess the adequacy of the existing public transport facilities and services to enable the users of the site to reach destinations further afield, and if necessary, identify any improvements required. This should include the pedestrian routes to relevant bus stops.

It is noted that a *'Sustainable Transport Strategy will be developed and will comprise a package of improvement to enhance access opportunities by all modes of travel.'* This is welcomed and should be comprehensive for all modes to all local amenities that may attract a significant level of demand.

It is noted that a Framework Travel Plan (FTP) will be submitted to support the planning application. This is required and should include a summary of the proposed measures with cost estimates to inform the Travel Plan security value to be secured in a S106 Agreement should the development come forward.

Traffic Impact

The methodology used as part of the Land at Newgate Lane South application (application ref: P/19/0460/OA) to understand the baseline traffic scenario with the bypass in place (scenario DS2) is acceptable for use with respect to this application. However, the '2019 base "DS2"' traffic flows presented in Appendix G of the scoping note do not match the agreed DS2 base flows set out in the Transport Assessment Rev A dated April 2019 submitted under application P/19/0460/OA; this requires review and correction. It is noted that the study area will need extending beyond that presented; a suitable methodology for this will require agreement.

Trip Generation

The scoping note suggests that 40% of dwellings should be considered as affordable housing. Using the TRICs database, affordable housing generates a lower number of trips than private housing and would reduce the trip generation forecast trip generation for the site as a whole. For a robust assessment, trip generation should be based upon 100% private dwellings; while a proportion of affordable housing may be proposed, as a development progresses it is not unusual, often due to viability issues, for this proportion to be reduced.

Traffic Distribution and Assignment

The methodology of using a combination of Travel to Work data and a gravity model is acceptable for determining an appropriate distribution. However, the commuting vs other journey purpose split of 43.2% and 56.8% respectively is not accepted. This does not account for linked trips where the first (or potentially second) destination is not employment, but is ultimately the final trip destination. Also, it's not clear if the 'other work category' has been included as commuting trips.

Regarding the Travel to Work based distribution, the use of Gosport 001 mid-layer super output area (MSOA) does not include the site itself. It is suggested a combination Gosport 001 and Fareham 013 MSOAs are used.

Furthermore, the gravity model appears to be overestimating southbound trips. It is noted that the Gosport area is the whole of the borough, whereas Fareham Borough is split into smaller, more specific destinations, however the following should be reviewed in terms of the model set up:

- Journey times to destinations. These appear inaccurate and should be checked. For example, Gosport is underestimated and should be c.19 minutes, Fareham is overestimated and should be c.6 minutes, Lee on the Solent is underestimated and should be c.9 minutes and Swanwick is overestimated and should be c.17minutes. The exact origin point should be clarified.
- Southampton should also be included in the model.

For both models, it is considered appropriate that the assignment for all destinations routing via the A27 or M27 should be north from the site access rather than south via Stubbington Bypass or A32 Fareham Road.

Overall, the distribution appears to be too heavily weighted for trips to the south. The 2019 Base DS2 flows forecast 1549 (75%) northbound and 504 (25%) Southbound on Newgate Lane East in the AM peak, which suggests the majority of trips will route north. Intuitively this is correct given the majority of employment opportunities, the strategic road network, the nearest rail station and a greater variety of amenities within a shorter distance and travel time are to the north. The proposed distribution of 37% routing north and 63% south is considered unrealistic.

Traffic Growth and Committed Development

An assessment to the end of the local plan period is considered appropriate; this is now 2037, not 2036. Use of an interim future year of 2026 is not considered acceptable as it is unlikely the development would be fully built out by his time. As discussed, 2028 is considered appropriate.

The TEMPRO study area of Gosport 001 and Fareham 013 MSOAs is acceptable. However, growth factors will be agreed following inclusion of the additional committed development set out below. The following committed developments should be included:

- Daedalus Enterprise Zone
- Brookers Lane Development
- Welborne Garden Village
- Land East of Crofton Cemetery

A sensitivity test should also be included for the current live application for Land south of Longfield Avenue Fareham (P/20/0552/FP).

Junction Capacity Testing

The study area for detailed junction capacity modelling will be confirmed following agreement of trip generation, distribution and assignment. It is however clear that the scope of assessment proposed at 6.6.1 of the scoping note will need to be expanded.

The following scenarios are considered acceptable:

- 2021 Baseline;
- 2028 'without development' i.e. allowing for background traffic growth and an committed developments;
- 2028 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal;
- 2037 'without development' i.e. allowing for background traffic growth and an committed developments; and
- 2037 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal;

I trust that the above is clear but please contact Nick Gammer should you need further information.

Yours faithfully,

Nick Gammer
Principal Transport Engineer – Highways Development Planning

George Taylor

From: George Taylor
Sent: 16 December 2021 14:45
To: Gammer, Nick
Cc: Tim Wall; Prabin Limbu
Subject: RE: Land East of Newgate Lane East, Fareham - TA Scoping Note
Attachments: Peak Hours.pdf; LRO-150727-TA APPENDIX D-G-(CASEID-137449-56).PDF; TEMPro Commute vs Non Work.xlsx; Agreed DS2 AM Distribution.PDF; TEMPRO Growth Factors Newgate Lane.pdf

Hi Nick,

Thank you for providing you pre-application response which is helpful. We have reviewed your comments and respond below to various matters relating to baseline traffic flows, trip generation and distribution along with future year growth. We are keen to seek agreement with HCC on these matters.

Baseline Traffic Data and Baseline DS2 Traffic Flows:

Within our Transport Assessment Scoping Report, we presented our peak period traffic calculations based on the 2019 traffic surveys (Appendix C). This demonstrated the peak hours to be as per below and I have attached Appendix C for you information:

- AM: 07:45-08:45
- PM: 16:00-17:00.

Your following comment has been noted:

“However, the ‘2019 base “DS2” traffic flows presented in Appendix G of the scoping note do not match the agreed DS2 base flows set out in the Transport Assessment Rev A dated April 2019 submitted under application P/19/0460/OA; this requires review and correction.”

The DS2 traffic flows (i.e. allowing for Stubbington Bypass) presented in Appendix G of the TA scoping report are not the agreed DS2 traffic flows associated with application P/19/0460/OA. They are the DS2 traffic flows derived from the TA associated with the Newgate Lane southern section highway scheme (application ref: P/15/0717/CC), attached for your information. These traffic flows were used to calculate a factor to convert the 2019 baseline data (derived from the traffic survey data) “DS1” (i.e. no Stubbington Bypass) to a new 2019 “DS2” baseline as set out in Section 6 of our TA scoping report.

The proposed “DS2” baseline associated with this planning application differs marginally to the “DS2” baseline agreed as part of the P/19/0460/OA application due to the different peak periods previously used (AM: 08:00-09:00, PM: 17:00-18:00) in the “DS1” scenarios to what we are proposing to use. A comparison has been undertaken between the previously agreed “DS1” peak periods and the proposed “DS1” peak periods and a summary is presented below.

Junction	TOTAL JUNCTION FLOWS			
	P/19/0460/OA		i-T	
	AM DS1 (0800-0900)	PM DS1 (1700-1800)	AM DS1 (0745-0845)	PM DS1 (1600-1700)
Peel Common	3589	3507	3564	3518
Old Newgate Lane Junction	2390	2270	2406	2463
HMS Collingwood	2587	2441	2629	2798
Speedfields	2051	2307	2076	2330
Longfied Av	2882	2918	2887	3178

Total	13499	13443	13562	14287
Difference	-	-	63	844

The comparison demonstrates the proposed peak periods we intend to use (i.e. 0745-0845 & 1600-1700) provide a more robust baseline position to assess the potential development impacts.

Development Trip Generation

To provide a robust assessment of the development generated impacts, the TA will assume 100% privately owned dwellings despite the proposed 40% affordable dwellings element.

Traffic Distribution and Assignment

The HCC comments received relating to the traffic distribution and assignment raise concerns with the proportion of vehicles routing south from the proposed site access. It has been suggested in your response that for destinations routing via the A27 or M27 west should route north from the site access rather than south via the Stubbington Bypass. This contradicts the purpose of the Stubbington Bypass; the TA associated with the Stubbington Bypass states:

“Improving access to the Gosport and Fareham peninsula is a key priority for the Solent Local Enterprise Partnership (Solent LEP) in order to remove transport barriers to economic growth and to help encourage new investment and development into the area. A package of improvement measures has been identified to help address the transport issues, improve access to Gosport and facilitate economic growth in the area...”

The Stubbington Bypass and associated improvements aim to provide an alternative access route to the peninsula for north-south traffic. Accordingly, the objectives of the Bypass scheme are:

- ***To provide a viable alternative route for traffic wishing to travel from the Gosport Peninsula westwards towards the M27 Junction 9, whilst avoiding heavily congested parts of the transport network;***
- ***To help encourage regeneration, investment and growth in the area;***
- ***To help remove the transport barriers to growth;***
- ***To help unblock critical bottlenecks and congestion hotspots on strategic routes, in town centre areas and in areas of employment; and***
- ***To provide new and improved existing infrastructure to help better manage traffic flows, particularly during peak periods.”***

Stubbington Bypass is clearly predicated on the basis that it will provide an attractive and viable route from the peninsula to the M27 J9 and the A27 corridor. On this basis, it is not considered appropriate to assume all traffic routing to the north via the A27 and M27 should not use the Stubbington Bypass, which is currently under construction and due to open next year and is closely located to the site.

Turning to the proportion of trips routing north / south from the proposed site access, within your response it is suggested 75% of traffic should route north and 25% south based on the 2019 Base DS2 mainline two-way traffic flows along Newgate Lane East during the morning peak period.

It should be noted Newgate Lane East is a major vehicular access route serving Gosport and is not representative of a typical residential development travel behaviour. Newgate Lane East carries a wide variety of traffic, comprising home based trips (as would be generated by the application site) and non-home based trips associated with wider travel demands in the peninsula. It is therefore not a sound basis to consider the distribution of development generated travel patterns.

We have compared your suggested distribution (using mainline traffic flow proportions) with the traffic movement patterns observed to be using Newgate Lane (western link), which joins Newgate Lane East and provides access to mostly residential development in a similar location as the application site. It is clear that the observed movements at this junction, comprising residential movements, do not follow the pattern of distribution on the main line Newgate Lane East.

	Morning Peak Period	
	Northbound	Southbound
Newgate Lane East (Mainline) - Two Way	73.7%	26.3%
Newgate Lane (Western Link) - Two Way	47.7%	52.3%

It is evident from the above table that the existing residential dwellings served from the Newgate Lane (western link) follow a similar pattern shown in the distribution model presented in the TA scoping report (i.e. majority of peak period vehicle movements routing south along Newgate Lane East). Therefore, it is not considered appropriate to assume circa 75% of the proposed development traffic will route north calculated from the Newgate Lane East mainline, nor does this follow the empirical analysis we have presented.

It is suggested in your response that a combination of Gosport 001 and Fareham 013 MSOA's should be used to assess the potential development distribution. It can be confirmed the development distribution model presented in Appendix J of the TA scoping report did include the combined data associated with Gosport 001 and Fareham 013 MSOA's. I attach an excel version of the Distribution Model for you to review on that basis on the attached wetransfer link.

Your following comment relating to the journey purpose split has been noted:

“The methodology of using a combination of Travel to Work data and a gravity model is acceptable for determining an appropriate distribution. However, the commuting vs other journey purpose split of 43.2% and 56.8% respectively is not accepted. This does not account for linked trips where the first (or potentially second) destination is not employment, but is ultimately the final trip destination. Also, it’s not clear if the ‘other work category’ has been included as commuting trips.”

To address the comment relating the commuting vs other journey purpose split, an alternative methodology has been used to apply TEMPRO journey purpose split for Gosport 001 and Fareham 013 MSOA's. This dataset is attached for your information and provides total “home based” and “non home based” trips for all potential journey purposes. To summarise, the TEMPRO assessment provided the following journey purpose splits which we intend will be used in the revised version of the development distribution model.

- Commuting: 50.4% (HB and NHB Work and Employers Business)
- Non-Commuting: 49.6% (HB and NHB Education, Shopping, Personal Business, Recreation / Social, Visiting Friends and Relatives, Holiday / Day Trip)

The journey purpose split derived from TEMPRO database therefore suitably accounts for linked trips where the first or potentially second destination is not employment. This has been included in the revised distribution model which is provided in the below WeTransfer Link

<https://we.tl/t-QWVqNzugLr>

Within your response, it was requested journey times within the Gravity Model were reviewed as it was considered some of the journey times were not representative. This exercise has been undertaken and is presented in the distribution model provided in the WeTransfer link above. The revised journey times were calculated using the Google Maps “Directions” facility and used a mid-week term day with a typical morning peak period departure time. Screenshots of the journey times have been included within the distribution model at the above link. It should be noted that any routes utilising the future Stubbington Bypass have 3.5 minutes removed from the current average peak period journey time. This is in accordance with the Stubbington Bypass Transport Assessment which demonstrated a journey time saving of up to 3.5 minutes for vehicles using the Bypass compared to the existing route through Stubbington.

A comparison exercise for some of the previously suggested journey times against updated journey times is presented below. Please note journey times have also been reviewed as part of the Journey to Work assessment and the proportions of vehicles assigned to each route have been updated accordingly.

	Previous Journey Times	Revised Journey Times
Gosport	13	15
Fareham	18	13
Lee-on-the-Solent	6	7
Swanwick	25	20

We have further reviewed the Gravity Model in view of your comments. The earlier version proposed that destinations within a 45-minute drive time would accommodate peak period non-commuting trips. It is evident from the TEMPRO database that the majority of non-commuting journey purposes include journeys to school and shopping (circa 70%), with the remainder relating to personal business trips, leisure trips and visiting friends. Typically, these types of trips are local trips and do not require long distance travel, and in this case will be to the major urban centres of Fareham and Gosport, as well as more local services in Bridgemary and Stubbington, which collectively provide for the wide variety of non-commuting-based destinations that residents will need to access on a daily basis, such as banks, education, hairdressers, retail, cafes etc. On this basis, the journey time catchment has been amended to a 20-minute drive time as this is considered a more appropriate catchment for regular weekday non-commuting travel, and essentially comprises Fareham, Gosport, Stubbington and the local wards. It is accepted there will be some occasional non-commuting trips to destinations such as Portsmouth or Southampton, however there is unlikely to be any significant peak hour non-commuting travel to these destinations during a weekday peak period. The approach presented in our view represents a realistic assessment of daily traffic distribution.

To summarise the above relating to the development distribution model, the comments received have been considered and applied to the revised distribution model. A summary of the revised vehicular split from the site access is presented below:

Route 1	Work Based	Non-Work based	Total
Newgate Lane North	24.85%	13.91%	38.77%
Newgate Lane South	25.55%	35.69%	61.23%
	50.40%	49.60%	100.00%

The revised distribution model which is proposed to be used in the TA supporting the planning application demonstrates the vehicular split from the site access is still consistent with the distribution model presented within the TA scoping report. It has also been demonstrated that existing travel behaviours from established residential settlements on Newgate Lane (western link) also generate a higher proportion of morning peak period movements south along Newgate Lane East. It should also be noted that HCC have previously agreed a much higher proportion of morning peak period vehicular movements to the south along Newgate Lane East (75%) as part of the P/19/0460/OA application that is now proposed, and there are no material differences in this case. For the purpose of this response, the flow diagram illustrating the agreed development distribution has been obtained from the April 2019 TA and attached to this email.

Traffic Growth

The pre-application response received requested amended future year assessments (2028 future year and 2037 end of Local Plan). This has been accepted and the calculated TEMPRO growth rates are attached to this email.

I trust you will find this response acceptable having considered your comments on the above. If you could provide a response at your earliest convenience, that would be greatly appreciated.

Equally, if you want to meet to review the model further, we are happy to do so. Please advise your availability.

Kind regards,

George

George Taylor
Principal Consultant
for i-Transport LLP



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Please note that our offices will be closed from the close of business on Thursday 23 December to Tuesday 4 January 2022.

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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 30 November 2021 13:22
To: Tim Wall <tim.wall@i-transport.co.uk>
Cc: George Taylor <george.taylor@i-transport.co.uk>; Prabin Limbu <prabin.limbu@i-transport.co.uk>
Subject: RE: Land East of Newgate Lane East, Fareham - TA Scoping Note

Hi Tim

I've just had confirmation the invoice has been paid. Please see pre-app advice attached as requested.

Best wishes

Nick

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Hampshire County Council operates a pre-application highway advice service for developers.

APPENDIX C. HCC Pre-application Comment Log

HCC Pre-Application Response – Comments Log

HCC Pre-Application Comment	i-Transport Response
<p>Background</p> <p>When this site was a proposed allocation, the HA raised the following objection to allocation HA2 (HCC Local Plan consultation response dated 8th December 2017).</p> <p><i>HCC raises an objection to this proposal. The purpose of the current improvements to Newgate Lane is to address existing traffic congestion and environmental issues on Newgate Lane and other corridors providing access to the Gosport peninsula and to facilitate better strategic access to jobs at the Solent Enterprise Zone at Daedalus (which is also the case for the proposed bypass of Stubbington that would pass through the gap between Fareham and Stubbington). An aim of the Enterprise Zone is to contribute to reducing the number and duration of vehicle trips on roads on the Gosport peninsula, in particular out commuting towards the A27 /M27 to access employment in the morning peak travel period. It is therefore the policy of the County Council to maintain the utility of the improvements provided to Newgate Lane in these terms. Consequently, the proposed housing allocation which is likely to increase both the levels of out-commuting from the peninsula in the morning peak travel period and negate the purposes of the Newgate Lane improvements is not supported.</i></p> <p><i>In view of the above comments, Hampshire County Council objects to policy HA2 (Newgate Lane South)</i></p>	<p>Noted.</p> <p>It remains unclear what HCC Policy is being referred to</p> <p>The TA (at Section 6) considers in detail the expected traffic impacts on the Newgate Lane East corridor and wider network and the impact that the development would practically have on the utility of the road connection provided.</p>
<p>It is also worth noting that the now removed HA2 allocation was for 475 dwellings. The recently permitted site accessed via Brookers Lane for 99 dwellings forms part of HA2, therefore the proposal for 420 dwellings is greater than the 376 dwelling that would remain if the allocation was still valid.</p>	<p>The application proposes a development of 375 dwellings, so cumulatively with the consented development at Brookers Lane (99 Dwellings) is consistent with the earlier proposed HA2 Local Plan allocation.</p>
<p>Regarding the approval of 99 dwellings accessed via Brookers Lane, it is correct that the HA ultimately did not object to this application and the inspector found the site acceptable, including with regard to accessibility. However, it is also noted that the appeal sites west of Newgate Lane were not considered accessible, with the inspector concluding:</p>	<p>Noted.</p> <p>Section 5 of the Transport Assessment considers the accessibility of the application site.</p>

<i>the limitations are such that they would not be in an accessible area, with particular reference to public transport and walking facilities, and I do not regard the sites as being sustainably located</i>	
Finally, the proposals set out in the scoping note are likely to be contrary to HCC's emerging Local Transport Plan 4 document (LTP4) in terms of access onto the HA's primary network. It is anticipated this document will be adopted as policy in 2022.	Noted. The latest LT4 consultation provides no such policy or restriction, nor has such a policy been through any consultation process.
Policy Context	
The documents set out are acceptable. However, Fareham Regulation 18 Submission Draft Local Plan (2017) and the HA's response to this would also be relevant. Further documents may require consideration depending upon the outcome of future discussions.	Noted.
Existing Conditions	
It is noted that the TA will provide a detailed review of the existing transport conditions in the vicinity of the site and in the wider local area. This should include a WCHAR assessment of routes to key destinations, including identification of improvements to existing pedestrian and cycle facilities as set out in HCC's Technical Guidance Note TG19.	A WCHAR has been prepared and forms Appendix D of the TA. Section 3 of the TA describes the WHCAR and associated NMu Audit, and this has informed the Sustainable Transport Strategy at Section 5.
Existing conditions on the local highway network surrounding the site should be reviewed as suggested. However, the study area for capacity assessment will be confirmed upon agreement of trip generation, distribution and assignment (discussed below). The areas suggested in 3.4.1 are unlikely to be sufficient for a development of this size.	Noted. Trip Rates have been agreed and HCC commentary on the distribution assessment remains outstanding (TA Appendix B). Irrespective, Section 6 considers the impacts of development on the wider network beyond the identifies study area.
Use of the Manual Classified Count (MCC) surveys were undertaken in January 2019 are considered acceptable subject to the application being submitted prior to the end of January 2022 and being appropriately factored to account for traffic growth. Additional traffic data covering a wider area is likely to be required. The appropriate peak hours will be confirmed upon review of any required additional traffic survey data.	The application is submitted in January 2022. The traffic surveys remain relevant. Section 6 of the TA demonstrates how traffic growth, including from committed development is accounted for.
As stated in the scoping note, Personal Injury Accident (PIA) data records in the vicinity of the site for the latest available 5-year period should be provided within the TA. The study area for PIA analysis will be confirmed upon agreement of trip generation, distribution and assignment. It is worth noting the	Appendix I of the TA provides PIA data for the extended area, which is analysed in Section 3 of the TA.

existing 'left in/ left out' Speedfields Park access is currently being monitored with respect to PIAs.	
Development Proposal	
<i>Vehicular Access Arrangements</i>	
The proposed four-arm, 50m ICD roundabout at the junction of old Newgate Lane/ Newgate Lane East shown on drawing ITB10353-GA-012 has not been reviewed as it is understood a separate Pre-Application Design Review will be submitted in relation to this proposal.	Noted. A Pre-Application Design Review submission for the roundabout was made to HCC in December 2021 (TA Appendix L).
The operation of the proposed roundabout will require assessment once an acceptable design and trip generation, distribution and assignment have been agreed.	Section 4 of the TA appraises the operation of the roundabout (Appendix Q). HCC comments on the distribution (Appendix B) are awaited.
It is noted that no vehicular connection is proposed between the site the consented Brookers Lane development, other than for pedestrians, cyclists and emergency vehicles. This is supported in principle; however, confirmation should be provided that access for emergency vehicles can be provided as pedestrian and cycles connections only are secured to the site boundary in the recent Brookers Lane permission.	Noted. The land control of the application site is the same as for the consented Brookers Scheme. The emergency access connection can be delivered.
The emergency services should be consulted regarding the access arrangements and confirmation of acceptance provided within the TA.	The emergency services will be consulted on the application. Two points of emergency access connection are demonstrated (TA Appendix K).
<i>Pedestrian/ Cycle Access Arrangements</i>	
Please note the development lies within the current catchment areas of the following schools. Approximate distances to these schools have been included in brackets for your information. <ul style="list-style-type: none"> · Crofton Anne Dale Infant and Junior (4,600m) · Wallisdean Infant and Junior (2,900m) · Fareham Secondary Academy (2,400m) · Crofton Secondary (3,100m) 	Noted. Section 5 of the TA considered the accessibility of the site to key facilities including schools. Whilst the catchment areas are noted, these would be expected to be reconsidered if the development is approved, as was considered for Brookers Lane.
Regarding access across Newgate Lane, two connections are proposed. Firstly, via connection from the site to the existing crossing at Brookers Lane and secondly at the Primary Site access, via an uncontrolled crossing of the northern arm of the proposed roundabout, to connect to old Newgate Lane. Given the likely demand for walking and cycling to Stubbington, not least due to schools here being the catchment for the majority of the site, it is	A pedestrian and cycle assignment assessment is presented at Section 5 of the TA (Appendix M) and identifies expected crossing demands of Newgate Lane East. Section 5 also identifies the potential to provide the remaining funding to enable the delivery of the planned

<p>anticipated both these crossing points will require signalisation. Further information should be provided within the TA in this regard.</p>	<p>Toucan Crossing at Brookers Lane and Section 4 identifies opportunities to deliver a Toucan Crossing at the site access junction. Section 6 considers the impact of these crossings on the operation of Newgate Lane East.</p>
<p>It is also noted a further footway connection is proposed to connect to the existing bus stops on Newgate Lane East adjacent to the site frontage. Given the presence of a ditch this is likely to require OWC consent. It should be demonstrated that this connection is achievable.</p> <p>The suitability of routes to other bus stops in the vicinity should be assessed and improvements proposed where required.</p>	<p>The PADR (Appendix L) includes the footway connection to the Newgate Lane East bus stops. The need for OWC consent is noted and would be processed post application.</p> <p>Section 3 and the WCHAR (Appendix D) consider the suitability of walking and cycling routes to key destinations, including bus stops and identify relevant improvements.</p>
<p>Regarding access to Bridgemaury, connections for pedestrians and cyclists are proposed at Brookers Lane, to the PROW to the north of the site, and at various locations to Tukes Avenue for onward movement to Bridgemaury.</p> <p>All connections to the site need to be demonstrated as achievable, including in terms of land availability and design; this should include consideration of ecology/ arboriculture impacts. There is also concern regarding the safety and attractiveness of the proposed pedestrian and cycle connections to Tukes Avenue as these initially link to an unlit and poorly overlooked service road running to the rear of existing properties; this should be given due consideration in the context of personal security concerns and improvement proposals presented within the TA.</p>	<p>The pedestrian and cycle access strategy is described in Section 4 of the TA and on Drawing ITB10353-GA-031. The identified connections are deliverable.</p> <p>The AIA and ecology reports consider the scheme including proposed pedestrian connections.</p> <p>An improvement to the Tukes Avenue is proposed (Drawing ITB10353-GA-032) to improve the attractiveness of this route.</p>
<p>Regarding access to PROWs, including the shared use path to the north of the site, again these connections need to be demonstrated as achievable in terms of land availability and design. Footpaths 74/ 71a/ 72 and footpaths 68/ 70 provide direct routes to Stubbington, these should be included in the WCHAR assessment as should the PROWs to the north of the site.</p>	<p>Section 3 and the WCHAR (Appendix D) consider the suitability of walking routes including the local PROW network.</p>
<p>Site Layout and Parking Provision</p>	
<p>Regarding parking and internal layout, it is noted this would be subject to a reserved matters application should the development come forward.</p>	<p>Noted.</p> <p>The TA confirms that MfS principles will be used to inform the development of the layout, which</p>

<p>The development should be designed to comply with Manual for Streets in terms of the design criteria including geometry, visibility and provisions for emergency vehicles and arrangements for refuse storage and collection.</p>	<p>would be subject to future RM submissions.</p>
<p>The applicant is also required to provide auto tracking for the largest vehicles entering the site to ensure adequate turning is available on site to prevent the requirement for vehicles to reverse to/from the public highway.</p>	<p>Noted. Tracking will be provided in future RM applications when a detailed layout is developed. The PADR (Appendix L) provides swept path analysis for the access junction.</p>
<p>For any internal areas being offered for adoption, early engagement with Hampshire County Council's Section 38 team is strongly advised. A Stage 1 Road Safety Audit will be required for any non-standard designs or Departures from Standard.</p>	<p>Noted.</p>
<p>Car and cycle parking within the development should be provided to fully accord with the requirements set out within the adopted local authority standards in terms of the scale of the provision and the dimensions of those parking spaces.</p>	<p>Noted. The TA confirms the expected approach to parking, which will include providing parking in line with prevailing standards. This will be subject to future RM applications.</p>
<p>Promoting Sustainable Transport</p>	
<p>As stated in the scoping note and as set out above, the TA should provide a review of the accessibility of the proposed development by walking, cycling and public transport to local services and facilities.</p>	<p>Section 5 of the TA provides this assessment.</p>
<p>A bespoke assessment of the proximity of the site to local facilities should be provided; the Brookers Lane site is a substantially smaller quantum of development, in a different location and with different access points.</p>	<p>Section 5 of the TA provides this assessment.</p>
<p>An assessment of the proposed development's compliance with NPPF in terms of the site being considered sustainable will be provided once this information has been supplied, noting the comments made in the Pedestrian/ Cycle Access Arrangements section above.</p>	<p>Noted. The TA considers the accessibility of the site to local services and facilities, in the context of policy requirements (NPPF / CS5 / DSP40).</p>
<p>As noted in the scoping note, the TA should assess the adequacy of the existing public transport facilities and services to enable the users of the site to reach destinations further afield, and if necessary, identify any improvements required. This should include the pedestrian routes to relevant bus stops.</p>	<p>Section 3 and 5 of the TA consider opportunities for access to Public Transport. Appendix D provides a WCHAR which includes routes to local bus stops.</p>
<p>It is noted that a 'Sustainable Transport Strategy will be developed and will comprise a package of improvement to enhance access opportunities by all modes of travel.' This is welcomed and should be comprehensive for all</p>	<p>The Sustainable Transport Strategy is provided at Section 5.</p>

<p>modes to all local amenities that may attract a significant level of demand.</p>	
<p>It is noted that a Framework Travel Plan (FTP) will be submitted to support the planning application. This is required and should include a summary of the proposed measures with cost estimates to inform the Travel Plan security value to be secured in a S106 Agreement should the development come forward.</p>	<p>A FTP is provided in support of the application.</p>
<p>Traffic Impact</p>	
<p>The methodology used as part of the Land at Newgate Lane South application (application ref: P/19/0460/OA) to understand the baseline traffic scenario with the bypass in place (scenario DS2) is acceptable for use with respect to this application.</p>	<p>Noted. This methodology has been applied to the traffic appraisal at Section 6 of the TA.</p>
<p>However, the '2019 base "DS2"' traffic flows presented in Appendix G of the scoping note do not match the agreed DS2 base flows set out in the Transport Assessment Rev A dated April 2019 submitted under application P/19/0460/OA; this requires review and correction.</p>	<p>This is addressed in responding emails in Appendix B. The Appendix G Scoping Note traffic flows were not the proposed DS2 flows. These were provided to HCC in December 2021.</p>
<p>It is noted that the study area will need extending beyond that presented; a suitable methodology for this will require agreement.</p>	<p>Section 6 of the TA considered the traffic impacts on the wider network beyond the study area identified in the Scoping Note.</p>
<p>Trip Generation</p>	
<p>The scoping note suggests that 40% of dwellings should be considered as affordable housing. Using the TRICs database, affordable housing generates a lower number of trips than private housing and would reduce the trip generation forecast trip generation for the site as a whole. For a robust assessment, trip generation should be based upon 100% private dwellings; while a proportion of affordable housing may be proposed, as a development progresses it is not unusual, often due to viability issues, for this proportion to be reduced.</p>	<p>The TA (section 6) confirms that only private housing trip rates are used. This is a robust approach considering the expected affordable and flatted development that will be provided on the site.</p>
<p>Traffic Distribution and Assignment</p>	
<p>The methodology of using a combination of Travel to Work data and a gravity model is acceptable for determining an appropriate distribution.</p>	<p>Noted.</p>
<p>However, the commuting vs other journey purpose split of 43.2% and 56.8% respectively is not accepted. This does not account for linked trips where the first (or potentially second) destination is not employment but is ultimately the final trip destination. Also, it's not clear if the 'other work category' has been included as commuting trips.</p>	<p>The distribution model now applies TEMPRO journey purpose splits for Gosport 001 and Fareham 013 (Appendix P) which demonstrates a 50%/50% split. This was provided to HCC at Appendix B in December 21.</p>

<p>Regarding the Travel to Work based distribution, the use of Gosport 001 midlayer super output area (MSOA) does not include the site itself. It is suggested a combination Gosport 001 and Fareham 013 MSOAs are used.</p>	<p>The distribution model includes data from both Gosport 001 and Fareham 013 MSOAs. This was provided to HCC at Appendix B in December 21.</p>
<p>Furthermore, the gravity model appears to be overestimating southbound trips.</p> <p>It is noted that the Gosport area is the whole of the borough, whereas Fareham Borough is split into smaller, more specific destinations, however the following should be reviewed in terms of the model set up:</p> <ul style="list-style-type: none"> · Journey times to destinations. These appear inaccurate and should be checked. For example, Gosport is underestimated and should be c.19 minutes, Fareham is overestimated and should be c.6 minutes, Lee on the Solent is underestimated and should be c.9 minutes and Swanwick is overestimated and should be c.17minutes. The exact origin point should be clarified. · Southampton should also be included in the model. 	<p>The detailed routing of trips along with an assessment of the journey times applied was supplied to HCC with a revised distribution model in December 2021 (Appendix B).</p> <p>This included re-considering journey times.</p> <p>Southampton is included in the Employment based model but would not be a regular peak hour destination for non-employment trips (i.e. to schools, local shops, banks, barbers etc). The Gravity Model applies a 20 minute travel time (Appendix O).</p>
<p>For both models, it is considered appropriate that the assignment for all destinations routing via the A27 or M27 should be north from the site access rather than south via Stubbington Bypass or A32 Fareham Road.</p>	<p>The assessment of journey times demonstrates that there is a clear demand for some trips to the A27 / M27 west to travel through the new Stubbington Bypass. This is its primary purpose. Appendix B provides further explanation.</p>
<p>Overall, the distribution appears to be too heavily weighted for trips to the south. The 2019 Base DS2 flows forecast 1549 (75%) northbound and 504 (25%) Southbound on Newgate Lane East in the AM peak, which suggests the majority of trips will route north.</p> <p>Intuitively this is correct given the majority of employment opportunities, the strategic road network, the nearest rail station and a greater variety of amenities within a shorter distance and travel time are to the north.</p> <p>The proposed distribution of 37% routing north and 63% south is considered unrealistic.</p>	<p>The distribution model has been revised and was supplied to HCC in December 2021 (Appendix B). This demonstrates broadly 60% of travel to the south, in line with the assignment HCC agreed for the applications west of Newgate Lane East.</p> <p>The use of existing traffic flows on Newgate lane East (and interurban connector road) to inform traffic distribution for a residential Origin is inappropriate and will not reflect likely distribution.</p>
<p><i>Traffic Growth and Committed Development</i></p>	
<p>An assessment to the end of the local plan period is considered appropriate; this is now 2037, not 2036.</p>	<p>The TA at Section 6 and Appendix R present a 2037 assessment.</p>

<p>Use of an interim future year of 2026 is not considered acceptable as it is unlikely the development would be fully built out by his time. As discussed, 2028 is considered appropriate.</p>	<p>The TA considers a Future Year assessment of 2028 (Section 6).</p>
<p>The TEMPRO study area of Gosport 001 and Fareham 013 MSOAs is acceptable. However, growth factors will be agreed following inclusion of the additional committed development set out below.</p>	<p>Appendix P provides the TEMPRO Growth factors, as detailed in Section 6 of the TA. These account for the HCC identified committed development sites.</p>
<p>The following committed developments should be included:</p> <ul style="list-style-type: none"> · Daedalus Enterprise Zone · Brookers Lane Development · Welborne Garden Village 	<p>Section 6 identifies that these sites are included as committed development sites. The traffic flows for each have been manually input based on the relevant Transport Information that supports each scheme (Figures TF8-TF15)</p>
<p>A sensitivity test should also be included for the current live application for</p> <ul style="list-style-type: none"> · Land south of Longfield Avenue Fareham (P/20/0552/FP). · Land East of Crofton Cemetery 	<p>Section 6 describes the sensitivity testing which has been included for these sites. Figures TF16-TF21 demonstrate the flows applied.</p>
<p><i>Junction Capacity Testing</i></p>	
<p>The study area for detailed junction capacity modelling will be confirmed following agreement of trip generation, distribution and assignment. It is however clear that the scope of assessment proposed at 6.6.1 of the scoping note will need to be expanded.</p>	<p>Trip generation is agreed. A revised traffic distribution is presented in Appendix O of the TA, provided to HCC at Appendix B in December 21. Section 6 of the TA considers the identified junctions, and the impacts on the wider highway network.</p>
<p>The following scenarios are considered acceptable:</p> <ul style="list-style-type: none"> · 2021 Baseline; · 2028 'without development' i.e. allowing for background traffic growth and committed developments; · 2028 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal; · 2037 'without development' i.e. allowing for background traffic growth and committed developments; and · 2037 'with development', i.e. allowing for background traffic growth, committed developments and the development proposal; 	<p>Agreed. Section 6 of the TA, and Appendix Q provide these assessment scenarios.</p>