



Head of Planning Services
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries to	Joshua Kennedy	My reference	6/3/9/281
Direct Line	01962 813863	Your reference	O/18/84191
Date	23/11/2018	Email	Joshua.kennedy@hants.gov.uk

Dear Mr Grandfield,

O/18/84191 – GE Aviation, Kings Avenue, Hamble-Le-Rice, SO31 4NF

Outline consent, with all matters reserved except means of access, for the relocation of cricket pitch off-site improvements to existing bowls and football facilities on-site to enable the erection of up to 148 residential dwellings (Use Class C3) with new vehicular access, car parking, work to highways, landscaping, and other associated works. The application also seeks the demolition of non-original extensions to Sydney Lodge and redundant factory buildings.

Thank you for consulting the highway authority on this application.

Background

The application site is located to the west of Hamble Lane and north of Kings Avenue. GE Aviation entered pre-application discussions with Hampshire County Council in May 2016, with the last correspondence sent out by HCC in September 2018. Throughout these discussions an agreement was reached on the following:

- Extent of local road network assessed
- Committed Development that needs to be considered
- Trip generation and trip distribution figures
- Junction capacity assessment
- Principle of site layout, access and the alterations to Kings Avenue

Whilst the impact of the development traffic on the wider road network was agreed, the mitigation that will be required from this development was not. This will be discussed within this response.

Existing Conditions

Pedestrian / Cycle infrastructure

A PERS review has been undertaken on the routes from the site to local destinations. The results of this survey show that the current pedestrian and cycle infrastructure requires improvement. The results of the PERS also show that the bus infrastructure within the vicinity of the site is poor, with all bus stops assessed being given an 'Amber' rating. The transport assessment has highlighted numerous improvements that should be brought forward as part of the development proposals.

Public Transport

The nearest bus stop to the site is approximately 380m from the site access. Bus service 6 provides a route to Southampton City Centre twice every hour Monday to Saturday and once every hour on Sunday. In addition to this, the X15 provides a route to Eastleigh via Hedge End and Fair Oak. The bus service is acceptable for this development.

Hamble Rail Station is located 1.2km north of the site and runs an hourly service to Southampton Central and Portsmouth and Southsea. A shared use footway / cycleway to the east of Hamble Lane connects the Kings Avenue / Hamble Lane junction with Hamble Station so pedestrians and cyclists can access the station via sustainable transport modes.

Local Services / Facilities

Coronation Parade is located at the Kings Avenue / Hamble Lane junction which has a convenience store, primary and secondary schools and a doctor's clinic all within reasonable distance from the development and can be accessed by walking or cycling. The highway authority acknowledges the applicant's desire to enhance the existing sustainable transport conditions as part of these development proposals. It is therefore requested that the applicant provides the following improvements, as outlined within the Transport Assessment:

- Improve pedestrian footways on the north side of Kings Avenue and enforce parking controls to prevent parking on the footway;
- Improvements at the junction of Hamble Lane/ Kings Avenue with consideration for better pedestrian permeability to Coronation Parade and to repair potholing with consideration for cyclists.
- Improve legibility at the crossing adjacent to Hamble Primary School to direct station foot traffic onto the western footway at an appropriate crossing point.
- Improve signage in the vicinity of Hamble Station to provide better orientation for pedestrians.
- Improvements to Sports Ground bus stop, with new seating, cutting back of vegetation and installation of a bus shelter.
- Installation of corduroy tactile paving at stairs at Hamble Station.
- Cut back vegetation at Verdon Avenue.

The applicant has not specified a delivery mechanism for these works. Given the nature of the improvements, the highway authority would accept a contribution to cover the costs of these works. This will need to be agreed prior to determining the application.

Access Arrangement

Vehicular access to the residential site is proposed from Kings Avenue. The highway authority agrees with the proposals to re-align Kings Avenue to provide off-street parking for the existing residents. In addition to this, the applicant has proposed to alter Coronation Parade to provide a servicing bay and additional parking for the local shops.

A section 278 agreement will be required for the access works and the Coronation Parade and Kings Avenue alterations. These works will need to be completed to the satisfaction of the highway authority prior to occupation of the development.

Internal Layout

Whilst it is noted that access only is to be considered as part of this application, the following comments are made regarding the internal layout drawings that have been submitted for future consideration by the developers.

There are good footpath and cycle connections internally, as well as to wider network, which is generally acceptable. However, it would be requested that updates are made, such as a continuous link across plots 103 to 117, with vehicle drop kerbs rather than open junctions as shown.

It would also be requested that traffic calming measures are investigated for the internal layout due to the elongated straight sections of road that have little deflection to reduce vehicle speeds accordingly. In this regard, a Road Safety Audit of the internal site would be requested at reserved matters, and it would also be suggested to developers that early engagement with the S38 team at HCC would be beneficial to ensure any layout change requirements are identified prior to the finalised site layout being drawn up.

Parking

The parking quantum has not been fully assessed as this is a function of Eastleigh Borough Council (EBC), as Local Parking Authority. It is however noted that 270 formalised parking spaces have been provided for on site. It is requested that EBC Officers confirm whether this is sufficient in line with their Parking Standards, for each individual plot, inclusive of the visitor parking requirements.

The layout is generally acceptable, though it would be requested that spaces adjacent to plots 103 and 107 are re-aligned to meet the carriageway at a 90° angle. This would assist with visibility when accessing / egressing and remove the temptation to double park which could become obstructive.

It is also noted that some parking spaces are located adjacent to either vertical obstructions (i.e. fencing) or landscaped areas, and it would be requested that additional 0.3m step-out strips are provided at these locations to ease access in and out of the vehicle. Examples of this are parking adjacent to plots s85, 90, 97, 103, 107 and numerous other locations. Cycle parking will also need to be considered, for both residential and sport facility areas.

Servicing

On-site refuse collection will be required. It is therefore requested that Refuse Vehicle Tracking is provided to demonstrate that movement is achievable in and out of the site with a standard car undertaking the opposite movement. Onwards there should be demonstration that the refuse vehicle can turn within the site to enable forward gear access/egress. For areas where refuse vehicles cannot access, bin collection points will be required, and this should take consideration of the drag and pull distance guidance as set out in Manual for Streets.

Travel Plan

The Travel Plan has been assessed using Hampshire County Council's evaluation criteria for the assessment of travel plans – "A guide to development related travel plans". Whilst the quality of this RTP is generally very good, it still requires some amendments before it can be approved. These comments have been sent directly to the applicant.

Trip Generation and Distribution

Within pre-application discussions trip generation figures, trip distribution, assignment and committed development as presented within the transport assessment were agreed with by the highway authority.

Traffic Impact

A total of 4 assessment scenarios have been identified to model the impact of the proposed development on the local highway network:

- Baseline: Current flows
- Future Baseline: Baseline + Committed developments
- Development 1: Future Baseline + development flows
- Development 2: Development 1 - vacant use buildings

It is noted that this application includes the demolition of 8 existing buildings; the 'Development 2' scenario has therefore been included to show the net forecast trip generation. Clarification regarding if these units are currently vacant, and if so when they were last occupied, should be provided so the highway authority can assess if netting of trips generated by the existing land use is reasonable

Hamble Lane / Kings Avenue

PICADY has been used to model this junction. The results of this assessment do not raise any concerns from the highway authority. It is understood that alignment alterations on Kings Avenue and improvements at Coronation Parade will help to improve the arrangement of this junction for all road users. These off-site highway works are requested to be secured within the S106 agreement.

Hound Road / Hamble Lane

This roundabout has been modelled using ARCADY lane simulation mode. The results show that the proposed development will worsen the operation of this junction, increasing queue/delay to 0.99 on the Hamble Lane (N) arm. It is noted that the applicant has provided a signalisation scheme at this location to accommodate the development impact under both Development 1 and

Development 2 scenarios at this junction. This scheme as a standalone improvement is not acceptable and the junction of Satchell Lane / Hamble Lane will also require signalisation to avoid blocking back through the junction in question. As such a contribution equivalent to the value of the improvement scheme suggested in the Transport Assessment is considered acceptable mitigation as this will enable the highway authority to bring forward the improvement scheme as part of the Hamble Lane Corridor improvements study. An estimate for the proposed works was submitted during the pre-application stage, however this was considered low and an acceptable works cost estimate and therefore mitigation should be agreed with the highway authority.

Cunningham Gardens / Chamberlayne Road / Hamble Lane

LINSIG has been used to assess the performance of this signalised junction. The results of this assessment show that the junction will be operating within capacity in the Development 1 scenario.

Portsmouth Road / Hamble Lane

This junction has been modelled using PICADY. The results show that all arms of the junction are operating above capacity in the AM and PM future baseline flows. The addition of the trips associated with this proposed development will further worsen the performance of this junction. An improvement scheme for this junction has been identified within the Hamble Lane improvement study and a financial contribution is requested to be put towards the implementation of these works.

Lowford Roundabout

Whilst this junction is currently a roundabout serving access to Kingfisher Grange, this access to the site will be stopped up once the Bursledon Road signalised junction has been constructed to an acceptable standard, as secured in application F/18/82322. Therefore, this arm of the roundabout has not been included within the modelling results.

The ARCADY results show that the Jurd Way and Hamble Lane (S) arm will operate above capacity in the AM peak, and the Hamble Lane (N) arm will be above capacity in the PM peak. This junction has been identified within the Hamble Lane improvement study and a financial contribution is required to provide improvements towards this junction.

Tesco Roundabout

This roundabout has also been modelled using ARCADY. It is clear that this development will have an impact on the Hamble Lane (N) arm in the AM and PM peak periods. In addition to this, the Hamble Lane (S) arm is shown to increase above the desirable Ratio of Flow to Capacity (RFC) in the AM peak to 0.92 RFC. The Hamble Lane improvement study has identified an improvement scheme at this junction and a financial contribution is required to go towards this scheme.

Windhover Roundabout

Highways England have a planned improvement scheme for this roundabout which is due to begin construction in March 2020. As such mitigation measures do not require consideration at this location.

Mitigation

As shown within the modelling results, significant levels of traffic congestion are experienced along the Hamble Lane corridor from the Hound Road / Hamble Lane roundabout to Windhover roundabout to the north of the development. Hampshire County Council are currently undertaking a study to provide improvements along this corridor, with public consultations having been held on the proposed improvement scheme in September 2018. Whilst the results of this consultation are yet to be determined, the preferred scheme has highlighted numerous improvements and alterations to the junctions on the Hamble Lane corridor, listed below:

- Tesco roundabout
- Lowford roundabout
- Portsmouth Road / Hamble Lane junction
- Hound Road / Hamble Lane / Satchell Lane junction
- Portsmouth Road / A27 junction

The Transport Assessment has suggested that the applicant is willing to contribute towards the Hamble Lane improvement scheme (for which the highway authority are seeking a contribution in lieu of works) and also deliver signalised junction improvements to the Hound Road / Hamble Lane junction. The highway authority request a contribution of £525,000 is secured towards the northern Hamble Lane improvements. This value has been calculated by taking the average contribution per dwelling towards the corridor improvements from recently permitted nearby development and applying this to the quantum of development proposed at GE Aviation.

In addition to this, the highway authority will require a contribution towards the Hound Road / Hamble Lane junction in order to deliver improvements that will alleviate the development impact. This value is to be agreed and is in addition to the £525,000 contribution towards corridor improvements.

Recommendation

Whilst a number of areas have been agreed, the applicant is still required to provide further information as set out in this response so that a mitigation package can be finalised.

If you wish to discuss this application further, please contact Josh Kennedy on (01962) 813863.

Yours sincerely,

Stuart Morton
Team Leader
Strategic Transport