Proof of Evidence on Transport Matters

Damian Tungatt

LAND at GE Aviation, Kings Avenue, Hamble-Le-Rice, Southampton, SO31 4NF

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1. Personal Statement

1.1 Preamble

1.1.1 My name is Damian Tungatt. I am a Director at Markides Associates Ltd (MA), a transport planning consultancy established in October 2016.

1.1.2 I am a member of the Chartered Institution of Highways and Transportation (CIHT). I have a Bachelor of Science degree in Geography and Economics from Kingston University. I have worked in the transport planning industry for approximately 20 years. During that time, I have mainly dealt with transport and highway issues relating to development proposals.

1.1.3 Prior to being employed at MA, I worked at Motion. Motion were originally instructed by GE Aviation (the Appellant) to provide transport related input in support of the emerging development proposals at the subject site. This instruction passed to MA upon my joining; I have therefore been involved in the project from the outset.

1.1.4 The Appellant has instructed me to act as expert witness and to prepare this Proof of Evidence relating to matters of transport and highways.

1.1.5 I have examined the site and its surroundings, and I am familiar with the plans and documents relevant to this Appeal. The opinions expressed are my true and professional opinions. In providing expert evidence to the Inquiry I am fully aware that my duty is to provide my honestly held professional view, irrespective of by whom I am employed.

2. Introduction

2.1 Preamble

2.1.1 Following the Bursledon, Hamble-le-Rice and Hound Local Area Committee resolution on 19th December 2019 to refuse outline planning permission, the Planning Application was refused on 16th January 2020 for six reasons.

2.1.2 This Proof of Evidence addresses Reasons 2 and 3, which are the transport and access issues arising from the reasons for refusal; all other matters (Reasons 1,4,5 and 6) are being addressed by other witnesses.

2.1.3 It is noted that Hampshire County Council (HCC) as highway authority did not raise any objections to the application; instead, they have supported the application subject to appropriate obligations and conditions. The agreements reached with HCC are set out in the Agreed Statement of Transport Matters (ASTM) included as CD77.

2.1.4 It is also noted that the officer recommendation was for approval subject to obligations and conditions, even though members rejected this recommendation at the planning committee.

2.2 Reasons for Refusal

2.2.1 Reason 2 for Refusal states:

The application fails to demonstrate that an appropriate means of access can be provided to serve the development without unacceptable impact and interference on the footpath and cycleway infrastructure to the detriment of the ease of use and safety of pedestrians and cyclists. The proposals are therefore contrary to the requirements of Saved Policies 59.BE(v), 92.T and 102.T of the adopted Eastleigh Borough Local Plan Review 2001-2011, emerging Policy DM13 of the submitted Eastleigh Borough Local Plan (2016-2036) and the provisions of the National Planning Policy Framework.

2.2.2 Reason 3 for Refusal states:

The proposal involves development that cannot be reconciled with the National Planning Policy Framework in that the significant movements generated by the proposed residential development, when considered cumulatively with the potential for a growth in traffic associated with the retained commercial activities on site, could not be accommodated adequately on Hamble Lane and its junctions with adjoining roads. This would result in a severe impact on the road safety and operation of the local transport network contrary to the provisions of the National Planning Policy Framework and saved policies 100.T, 101.T and 201.T of the adopted Eastleigh Borough Local Plan and emerging Policy DM13 of the submitted Eastleigh Borough Local Plan (2016-2036).”

3. Transport Background

3.1 Introduction

3.1.1 This section describes the general setting of the appeal site and its context within the local transport network, including highways, walking, and cycling routes pertinent to the reasons for refusal. The detail of the wider transport network is set out in the submitted transport assessment dated August 2018.

3.2 Summary of Location

3.2.1 The site, when measured from the approximate centre, is located some 1.3Km west of Hamble Square, 1.2Km west of Hamble Station and approximately 350m from Coronation Parade. The nearest bus stops are an approximate 450m distance away and are within walking distance of the site.

3.2.2 There is one regular bus route (#6 City Red) which services the stops on Hamble Lane and provides an approximate 30-minute service frequency Monday to Friday and an approximate hourly weekend service, linking the local area to Southampton, a timetabled journey of approximately 22 minutes. The first bus leaves Hamble Square at 06.15 heading towards Southampton, with the last service returning from Southampton at 21:10 on weekdays.

3.2.3 A primary school is within walking distance of the site, and that a secondary school is within cycling distance of the site. There are shops close to the site at Coronation Parade and a health facility is located within walking distance of the site.

3.2.4 It is my opinion that the site is located in a sustainable location.

3.3 Local Highway Network

3.3.1 The main site access is via Kings Avenue, a single carriageway cul-de-sac that is lit and subject to no restrictions. The end of the cul-de-sac is gated at the access to GE Aviation; there is a parking bay with capacity for approximately 6 cars immediately before the gate.

3.3.2 Kings Avenue also serves a number of residential properties along its southern edge. Only a limited number of properties have driveways and consequently a significant amount of overspill parking occurs. These parking issues are currently exacerbated on Kings Avenue as a result of insufficient parking being provided at the adjacent Coronation Parade and for the sports clubs, which when hosting matches; results in the carriageway being reduced to an effective one way working.

3.3.3 The junction of Kings Avenue and Hamble Lane form a priority junction with a dedicated right-hand turning lane for traffic entering Kings Avenue, no particular capacity issues are experienced in this location, although queuing to exit can occur during the evening peak hour period when GE Aviation staff exit; the queuing can be an obstacle to north-south pedestrian movement across the junction.

3.3.4 Hamble Lane is a single carriageway road that originates from Hamble Square to the east of the site and terminates at the Windhover Roundabout, approximately 4km to the north. Hamble Lane forms the main strategic route in and out of the Hamble peninsula, and provides connections to the wider highway network including the M27 via the A3024; Southampton via the A3025 (through Woolston and Ocean Village) or the A3024 (through Bitterne); the A27 north to Romsey, and the A27 east to Fareham.

3.3.5 In the vicinity of the site, Hamble Lane is lit and subject to parking restrictions in the form of double yellow lining.

3.4 Pedestrian and Cycle Facilities

3.4.1 On the westbound carriageway of Kings Avenue there is a footway and a verge providing access to the residential units. On the eastbound carriageway, there is a wide footway; however, the effective width is reduced by the presence of parked vehicles resulting from the overspill parking, making walking, and cycling more challenging.

3.4.2 The footway on the eastern side of Coronation Parade, adjacent to the northbound carriageway of Hamble Lane, comprises a shared pedestrian and cycleway known as the Dani King Cycleway / National Cycle Route 2. The Dani King Cycle Way originates at Copse Lane in the centre of Hamble, passes the site access at Kings Avenue and continues north to Burlesdon some 4.3km to the northeast of the site. National Cycle Route 2 is located along the northern boundary of the site, running east-west from The Quay to Southampton and beyond, following the coastline.

Public Rights of Way

3.4.3 There is a public right of way footpath at the northern boundary of the site that links Hamble Lane to West Wood in the Royal Victoria Country Park.

3.4.4 Figure DT01 shows the location of the aforementioned cycle and pedestrian routes.

3.5 Hamble Lane Corridor Study

3.5.1 Hamble Lane is recognised as experiencing congestion particularly during peak periods. Congestion is most pronounced on the A3025 section of Hamble Lane south of Windhover roundabout where there are three main junctions: a three-arm roundabout at the Tesco store access; a three-arm roundabout at the Jurd Way junction; and a priority junction at Portsmouth Road. For this reason, HCC have undertaken a study that considers wider improvements to the network.

3.5.2 Improvements to Hamble Lane are to a large extent reliant on upon the effective operation of adjacent links and junctions particularly those at Windhover roundabout and also M27 Junction 8. Highways England (HE) is progressing improvement schemes for both of these junctions which will help unblock the points of delay at the northern end of Hamble Lane. The HE improvements form a key part of the bigger picture, which is aiming to improve traffic flows on Hamble Lane and across the wider area, by reducing the need for the rat-running

that occurs because of congestion on Hamble Lane and at Windhover roundabout and M27 Junction 8. The M27 Smart Motorways project will also help to reduce congestion in the area, and on the A27 in particular, by providing additional capacity on the motorway to ensure that more strategic journeys are made on the motorway, rather than by using parallel roads due to congestion on the M27. The improvements are fully funded and are currently scheduled to commence in Summer 2021.

3.5.3 In conjunction with these works, HCC wants to improve the A3025 / B3397 Hamble Lane, focusing on highway capacity and non-motorised user improvements on the northern section between Windhover Roundabout and the Portsmouth Road junction; complementary junction capacity improvements on the wider network; improvements to pedestrian and cycle provision between Hamble Rail Station and Hamble village; and improved facilities at Hamble Rail Station.

3.5.1 The modelling work to underpin the study was undertaken by Atkins who assessed various levels of traffic growth up to a 2026 future year.

3.5.2 It has been confirmed that HCC currently hold £2,331,022 towards the project with a further £1,374,574 is secured in existing S106 agreements; they are still actively pursuing additional funding opportunities for this project.

3.5.3 An initial 'Expression of Interest' (EoI) was submitted in January 2020 for funding from the DfT Local Pinch Point fund. HCC consider the scheme to be a very good fit for the eligibility criteria but recognise that it is a competitive process with a very limited pot, so there are no guarantees that the study will receive the required funding for the full scheme. A decision on the application has been delayed due to Covid 19.

3.5.4 On 12th March 2019, the Executive Member for Environment and Transport at HCC issued a decision report ("the EMET report") in respect of the Hamble Lane Study. Paragraph 3.2 of that the EMET report stated that:

3.5.5 *There is a clear need to for an improvement to help address existing traffic problems and to help manage future demand associated with background growth. It is considered that additional development along the corridor would compound the existing problems and would negate the benefits of the Scheme, with very limited opportunity to make further improvements to the corridor in the future. Therefore until at least the preferred Scheme for the northern section has been implemented, it is considered inappropriate from a traffic perspective for further development to be allocated or permitted along Hamble Lane.*

3.5.6 EBC sought to clarify the position of the GE Aviation proposals and on 5th April 2019, HCC responded stating that:

3.5.7 Further to Recommendation 1.4 in the recent EMET report on the Hamble Lane Improvements (attached), and supporting text at paragraph 3.2, HCC is now working towards the position set out in the EMET report. The position will be further developed and more fully formalised in the updated Eastleigh Transport Strategy (ETS) and it is anticipated this position can be

used to inform the emerging policy in the EBCLP. However, the GE Aviation application was submitted September 2018, prior to the position set out in the attached report. We are not planning to provide any further comment in relation to the GE Aviation application regarding this emerging policy. I trust this accord with EBC's application of a policy seeking to limit additional development along the Hamble lane corridor, but please let me know if this is not the case. Should further sites come forward for consideration along Hamble Lane, the emerging position will now need to be reflected.

3.5.8 HCC subsequently raised no objection to the GE Aviation application.

3.5.9 Whilst the Hamble Lane improvements are referred to as one scheme, the EMET report recognises that they do in fact comprise of a series of interventions that can be implemented in priority order once sufficient funding is received for each element.

3.6 Summary

3.6.1 Based on the above, it is evident that the site is served by a reasonable level of bus and train services throughout the week. Cycle facilities are located at the station, and the station is commutable by walk and cycle from the site. In addition, the site is only a short walk distance from a number of shops, schools, and services that residents will require on a regular basis. it is therefore considered that the site is in a sustainable location offering future residents a choice to access amenities without need of the car.

3.6.2 It is also evident that HCC are proactively seeking funding opportunities for the development of the Hamble Lane corridor improvements. Whilst the pinch point funding would be beneficial, the improvements identified can be implemented on a priority basis as funding becomes available.

4. Reason for Refusal 2

4.1 Introduction

4.1.1 This section of my proof deals with the 2nd reason for refusal and in particular addresses those matters set out in the LPA Statement of Case.

4.2 Rationale for Changes to Junction Arrangement

4.2.1 As mentioned in section 4, the site is currently accessed via Kings Avenue. Kings Avenue intersects with Hamble Lane by way of a priority junction. As well as the GE Aviation Campus, Kings Avenue serves a number of residential addresses, either in Harrier Mews to the rear of the properties fronting the street, or in the row of 20 semidetached or terraced houses along the southern side of Kings Avenue. In respect of highway operation, the existing junction arrangement could accommodate the proposed residential development without giving rise to any particular queuing or capacity issues.

4.2.2 However, the majority of the dwellings along Kings Avenue do not have formal off street parking provided and instead, vehicles are typically parked on the carriageway (reducing its effective width) or parked on the northern footway. In addition, there is no turning head provided on Kings Avenue for larger vehicles and the carriageway is poorly maintained, with ponding often occurring in wet weather. These elements combined significantly detract from the pedestrian and cycle environment and general amenity of the local area.

Coronation Parade

4.2.3 Coronation Parade provides access to 9 retail premises including convenience stores, takeaway outlets, and a Cooperative food store. It has 6 parking spaces located along its eastern side and 7 along its western side, including two disabled parking spaces.

4.2.4 As shown in Drawing PO1 – (Existing Arrangement) Coronation Parade operates via a one-way arrangement with vehicles entering at its junction with Coach Road and exiting at its junction with Kings Avenue. Accounting for parking, Coronation parade has an effective carriageway width of approximately 2.5m, meaning that larger service vehicles and particularly those serving the Co-operative, cannot access the Parade; instead, the rigid vehicles servicing the Co-operative park on Kings Avenue and trolley goods to the store. As mentioned, in paragraph 5.1.2, no turning facility is provided along Kings Avenue, so to exit, the vehicle reverses into the junction of Coronation Parade before leaving in forward gear. This arrangement was raised numerous times by local residents and other stakeholders at the public exhibitions as being an undesirable movement which hinders vehicle, pedestrian, and cycle movements.

4.2.5 In respect of pedestrian and cycle movements, Coronation Parade has a footway along both its eastern edge, adjacent to Hamble Lane and its western edge adjacent to the shops. The footways measure 2.1m and 4m respectively. From the south, tactile paving and dropped kerbs are provided to facilitate pedestrian and cycle movement across Coach Road. To the

north, tactile paving and dropped kerbs are only provided across Kings Road along the western edge. A number of desire lines are created as a result of the choice of walking and cycling routes, not all are served with appropriate crossing facilities and at times lead to conflict with traffic.

4.2.6 Coronation Parade also has an east-west pedestrian crossing which connects Folland Court (on the eastern side of Hamble Lane) with the shopping parade. When using the crossing point, pedestrian visibility across Coronation Parade is poor and hindered by the close proximity of parked vehicles.

4.3 Pedestrian Desire Lines

4.3.1 At July 2019 planning committee, a number of comments were made that suggested that the existing crossing arrangements do not cater for the actual pedestrian desire line(s) and that this should be considered further by the applicant. At the request of HCC, a pedestrian and cycle survey was undertaken on 3rd October 2019 to assess how both user groups are moving through this junction and along the Parade. The survey was undertaken between the hours of 0630 and 1800 and the weather conditions were dry throughout the day.

4.3.2 The pedestrian survey picked up 5 key desire lines across Hamble Lane and Kings Avenue. Each route is summarised below and shown diagrammatically in Figure DT02.

- Crossing Hamble Lane (green) between Folland Court and Coronation Parade using the existing pedestrian island.
- Crossing Kings Avenue (blue) between the western pavement of Coronation Parade using the existing tactile at the bell mouth of the Kings Avenue / Hamble Lane junction.
- Crossing Kings Avenue (dashed red) diagonally between the eastern pavement of Coronation parade, adjacent to the shops, whilst using the existing tactile at the bell mouth of the Kings Avenue / Hamble Lane junction.
- Crossing Kings Avenue (red) between the eastern pavement of Coronation Parade, adjacent to the shops and the northern side of Kings Avenue without using the crossing point.
- Crossing Kings Avenue (yellow) adjacent to the access road leading through to Coach Road.

4.3.3 The recorded pedestrian footfall along each desire line for the duration of the survey period is summarised in Table 5.1 below.

Table 5.1 – Pedestrian desire lines – surveyed movements.

Ref	Desire Line	Northbound	Southbound	Eastbound	Westbound	Total
1	Green	-	-	30	28	58
2	Blue	69	53	-	-	122
3	Dashed Red	102	105	-	-	207
4	Red	47	70	-	-	117
5	Yellow	16	6	-	-	22

4.3.4 Based on the above results, it is evident that some 74% of all pedestrian movements (routes 3,4 & 5) would benefit from the relocation of the pedestrian crossing point to tie in with a the most heavily used desire line.

4.3.5 The benefits of relocating the crossing point are that pedestrians and cyclists would not be having to cross the wider junction bell mouth and between queuing traffic. In addition, as per route reference 3, a high number of pedestrians take a diagonal desire line to cross the road, which, as per the Highway Code, they are not advised to do. It is considered that formalising the crossing would be the most appropriate solution.

4.4 Cycling Desire Lines

4.4.1 As well as surveying pedestrian movements along these routes, the pattern of cycle movements was also considered. The survey only considered cyclists using the various crossing points and not those cyclists using the carriageway on Hamble Lane or Kings Avenue. Again, the results are summarised in Table 5.2 below.

Table 5.2 – cyclist desire lines – surveyed movements.

Ref	Desire Line	Northbound	Southbound	Eastbound	Westbound	Total
1	Green	-	-	4	3	7
2	Blue	26	23	-	-	49
3	Dashed Red	21	26	-	-	47
4	Red	1	2	-	-	3
5	Yellow	1	0	-	-	1

4.4.2 Based on the above results, it is evident that there is a broadly even split between those cyclists that use the western footway (49%) and those using the eastern footway (51%) with a high number of cyclists again seeking to cross Kings Avenue diagonally to utilise the existing dropped kerb; Only 7 cyclists (less than one per hour) were observed to cross Hamble Lane using the crossing facility provided (route reference 1); suggesting that cyclists typically cross away from the Parade and further north on Hamble Lane, where there is a signalised crossing point. It is considered that providing a formalised crossing point away from the junction that will connect in to a wider pedestrian / cycle path on the northern side of Kings Avenue would be a benefit to all users.

Proposed changes

4.4.3 Based on the above and in discussions with HCC, it was considered appropriate that a number of changes should be made to improve Coronation Parade and Kings Avenue for all users. The changes are shown in drawing P05 (proposed arrangement) and can be summarised as follows:

- Realign Kings Avenue approximately 20m north of its current alignment in order to provide an area of off-street parking for existing residents. This would increase the attractiveness of walking and cycling and improve traffic flow.

- Provide a turning head within the new parking area to facilitate the ability of larger refuse vehicles to turn.

- Slightly widen the carriageway of Coronation Parade to allow for larger service vehicles to access a dedicated loading bay and therefore avoid the need for vehicles to reverse into oncoming traffic, cyclists and pedestrians.

- Widen the western footway along Coronation Parade and reduce the width of the eastern footway to place pedestrians and cyclists on a single desire line that ties in with a formal crossing point.

- Relocate and improve visibility for those using the pedestrian crossing facility across Coronation Parade.

- Provide a new cycle / pedestrian link on the northern side of Kings Avenue and safeguard a 3m strip of land along the boundary of GE Aviation connecting with the off-Road pedestrian and cycle path.

4.4.4 It is considered that the proposals improve safety for all users by formalising the point of crossing and will provide a more attractive environment for all users where pedestrian, cycle and vehicle conflict is reduced.

4.4.5 Whilst it is recognised that the proposed desire line could increase the travel distance for some pedestrians and cyclists by approximately 28m, at an average walking pace of 4.8kph, this equates to an increased journey time of approximately 37 seconds for pedestrians and approximately 5 seconds for cyclists. However, this slight disbenefit is more than offset by the provision of a safer, more formalised, crossing point.

4.5 Response from Independent Road Safety Auditor

4.5.1 In developing the design, an independent Stage 1 Road Safety Audit (RSA) was undertaken by a team not directly associated with MA or HCC. The Safety Audit Team consisted of Vimal Patel and Mike Fuller of RKS Associates.

4.5.2 The Audit was undertaken following examination of the documents submitted by MA and included a site visit undertaken on Wednesday 4th December 2019. The audit team noted in their report that no traffic congestion or incidents were observed during their site inspection, moderate traffic volumes and pedestrians were observed traveling along Hamble Lane, whilst no cyclists were observed. Car parking along Kings Avenue was prevalent with vehicles parked on either side of the carriageway.

4.5.3 The recommendations made in their report were aimed at addressing any identified road safety problems and the design amendments suggested were carried out.

4.5.4 As is normal procedure, the RSA was also submitted to and reviewed by the design and safety engineers at HCC who provided further comments which were incorporated accordingly, HCC subsequently confirmed in advance of the December committee that:

4.5.5 '*After a discussion with our highways engineer this morning, I can confirm that the design in drawing 1755-00-14-P05 is now accepted in principle by the highway authority. There are additional comments that have been made from our highways engineer and road safety officer below, however these issues can be picked up within the section 278 detailed design checking process*'

4.5.6 Furthermore, the response from RKS Associates dated 8th September 2020, (CD76) also confirms that the scheme presented is acceptable and had addressed all issues raised to the satisfaction of the audit team; there are no outstanding issues in respect of safety.

4.5.7 In addition, an HCC Road Safety Auditor subsequently visited the site on 4th December 2019 to review the proposals and their comments were incorporated into the design accordingly.

4.6 Summary

4.6.1 It is evident from the above that the proposed access junction represents an improvement to, rather than a loss of amenity and presents no increased safety risk for vehicles, pedestrians, and cyclists.

4.6.2 The proposed access junction and associated crossing point would formalise the exiting desire lines and remove the need for pedestrians and cyclists to cross at the junction bell mouth, with the vast majority of pedestrians and cyclists being placed on a more direct and attractive route. As such, the proposals remove the need for pedestrians and cyclists to cross at inappropriate locations.

4.6.3 It is important to reiterate that the scheme has been approved in principle by engineers and safety auditors within HCC as the relevant highway authority and has been the subject of an independent Safety Audit undertaken by RKS Associates, who are independent of both HCC and the appellant, with all parties deeming the scheme to be appropriate having undertaken site visits.

4.6.4 The proposals include provision of off-street parking for local residents so as to improve the cycle and pedestrian amenity, the provision of a dedicated servicing by to improve road safety and the provision of a formalised and dedicated crossing point alone the most heavily used desire line.

4.7 Adherence to Policy

4.7.1 It is evident from the above that the access proposals accord with Policy 102.T of the Local Plan that states that;

4.7.2 "*Development requiring new or improved access will be permitted provided it does not:*

i. interfere with the safety, function, and standard of service of the road network; or

ii. have adverse environmental implications and is to the adopted standard of the highway authority."

4.7.3 In addition, it further accords with Policy 59.BE which seeks to promote good design in all new development and sets out that development proposals which are in accordance with other policies in the Local Plan will be permitted provided they meet all of a list of ten criteria. Criterion v requires proposals to:

4.7.4 *"…. have a satisfactory means of access and layout for vehicles, cyclists and pedestrians including appropriate links to surrounding footpaths, cycleways and public transport services;"*

4.7.5 Finally it accords with Policy DM13 of the emerging Local Plan which sets out general development management requirements for the transport and highway aspects of new development including requirements that all development should have a safe and convenient access to the highway and should not have a detrimental impact on the operation or safety of the highway network.

5. Reason for refusal 3

5.1.1 This section of my proof deals with the 3rd reason for refusal and in particular addresses those matters set out in the LPA Statement of Case.

5.2 Methodology used in Transport Assessment

5.2.1 The methodology used in the Transport Assessment was agreed with HCC and is consistent with standard assessment methodology; HCC agreement to this approach is set out in the Agreed Statement on Transport Matters.

5.3 Baseline Traffic Flows

5.3.1 Traffic surveys to inform the assessment followed standard data collection methodology. The method of data collection used was entirely consistent with the majority of other applications across the County; this has been reconfirmed by HCC in the Agreed Statement on Transport Matters.

5.3.2 Junction turning count surveys were undertaken on Thursday 27th April 2017 which is representative of the general transport conditions being analysed/modelled and is in accordance with Planning Practice Guidance on Transport Assessments and Statements (CD84). As set out in the ASTM, the survey data was also reviewed by HCC who considered it appropriate and representative of the highway network.

5.3.3 In addition, as set out in Statement of Common Ground, it is clear when referencing that particular ATC, that the traffic data used in the assessment are higher than the Monday and Friday period and lower than the Tuesday and Wednesday. The variation between all days is less than 5%, which is generally accepted as the typical daily variation in traffic flows.

5.3.4 To assess how the traffic flows recorded by the 2017 ATC survey compared to more recent traffic survey data, an ATC carried out in a similar location in June 2019 by WYG on behalf of the Parish Council and presented in a paper titled TN03 ATC Traffic survey summary dated June 2019 has been considered included as CD75.

5.3.5 The WYG study concluded that an average weekday flow of 930 vehicles was recorded in the morning peak and 1,159 in the evening peak (noted as being between 1800-1900 in their study). In contrast, the 2017 survey used in the application recorded 1244 vehicles in the morning peak hour and 1354 in the evening peak hour. These results would suggest that traffic flows in this location have reduced significantly between the 2017 and 2019 study years and that the survey data used in the TA was robust.

5.4 Trip Rate Estimation

5.4.1 It has been agreed with the HCC and EBC that the trip rates used to generate a residential trip rate are robust and are higher than the rates used in other applications along the corridor.

5.4.2 As set out in the ASTM, for robustness, it was only the impact of the residential trip generation that was considered by HCC in making their recommendation and not the extant use of the vacant buildings were the development not to come forward and the floor space to be relet or reoccupied. The floor area could reasonably be reoccupied and some of the floor area is currently being reused, short term, by staff of GE Hamble.

5.4.3 Nonetheless, I consider it appropriate that reasonable consideration is given to this reduction in floor area when assessing the potential impact on the highway network.

5.4.4 Table 5.1 summarises the extent of floor area that will be directly removed as a result of the development proposals along with its current status.

Table 5.1 Summary of change in floor area as a result of development

Building	B1 Land use	B2 Land use	Current status
B3	2083sqm		Serviced, maintained & occupied by office staff
B5		209sqm	Serviced, maintained & occupied by maintenance staff
B6		1493sqm	Last occupation 2017
B7	750sqm		Serviced, maintained & occupied by office staff
B8	2036sqm		Last occupation 2018
B9	342sqm		Serviced, maintained & occupied by office staff
B31		1742sqm	Serviced, maintained & occupied by manufacturing & office staff
Total	**5,211sqm**	**3,444sqm**	

5.4.5 The loss of this floor area will reduce the extent of vehicle trips that the site could otherwise generate and will offset the impact of the development proposals. The change in trip

generation when considering the existing uses at full occupation is summarised in Table 5.2 below.

Table 5.2 potential change in traffic flows when considering floor area to be removed

Floor area	Morning In	Morning out	Evening in	Evening out
Proposed Residential	24	63	59	35
Existing floor area to be removed	88	15	5	78
Net change	-64 vehicles	+48 vehicles	+54 vehicles	-43 vehicles

5.4.6 It is evident from the above, that when considering the existing floor area, the residential proposals could result in 16 fewer vehicles on the highway network in the morning peak hour and 11 more vehicles on the network in the evening peak hour were full reoccupation to occur.

5.5 Changes to Business Operations on site

5.5.1 Whilst the future baseline has been estimated by applying traffic growth associated with other committed development (as detailed in Section 5.6 of my proof), it is important to also recognise that since the time of survey and assessment, a substantial reduction in vehicle trips have occurred to and from the wider GE Hamble site. In particular, the logistics hub has been relocated to Segenworth, which negates the need for a high proportion of deliveries and large vehicles to access the site or travel along Hamble Lane. This change in delivery and contractor trips is summarised in Table 5.3 below since the 2017 assessment year.

Table 5.3 – change in delivery and contractor movements since 2017

Year	Visitors	Contractors	Deliveries Kings Avenue	Deliveries Cliffe Avenue
2017	14,883	10,956	2,303	15,637
2018	11,146	7,449	2,250	10,086
2019	6,638	8,451	1,333	7,230
2020	6,638*	8,451*	1,333*	7,230*

*Year end estimate assumed to be consistent with 2019

5.5.2 The relocation of the logistics hub and the wider rationalisation of the GE Hamble Campus as a whole has resulted in a consequent reduction in floor area since 2017 as shown in Table 5.4 below.

Table 5.4 – change in on site floor area

	manufacturing	Office	Specialist
2017	48,284sqm	6,199sqm	1,400sqm
2018	48,284sqm	5,969sqm	1,400sqm
2019	48,284sqm	4,631sqm	1,113sqm
2020	48,284sqm	4,631sqm	1,113sqm
2021	37,546sqm	2,567sqm	540sqm
Total	**-10,738sqm**	**-3,632sqm**	**-860sqm**

5.5.3 In addition, changing business practices, increased home working and travel planning measures have substantially reduced the number of staff located on site and therefore the number of employees travelling along the Hamble Lane Corridor. Figures supplied by GE Hamble confirm the following changes since the 2017 assessment year as set out in Table 5.5 below.

Table 5.5 - changes to number of staff based on site

Year	Site Staff	Contractor Staff	Total
2017	805	107	921
2018	758	41	799
2019	760	40	800
2020	660	48	708
2021 (est)	560	8	568

5.5.4 In addition to the reduction in head count, following consultation with staff, shift patterns were changed in 2020. This has resulted in over 60% of all staff entering the site at 0600 and

leaving the site at 1400. This again reduces the impact of development during the peak hours, where previous travel patterns were typically 07.00 start and 15.30 or 16.45 finish times.

5.5.5 It is evident therefore that some substantial reductions in traffic have and would occur as a direct result of the development and as part of the wider changes to the business. It is considered that these reductions may be reflected in the differences in survey data described in paragraph 5.3.4.

5.6 Background traffic growth

5.6.1 Discussions were held with HCC in relation to the most appropriate methodology in assessing future year traffic growth. Given the corridor is a peninsula, with Hamble Lane forming the primary route into and out of the immediate area, it was considered more appropriate that specific developments were taken into account in the modelling exercise as opposed to applying a more generic Tempro / NTEM Growth Factors.

5.6.2 As confirmed in TAG Unit M4 Forecasting and Uncertainty published on 31st May 2019 by the DfT, NTEM forecasts are subject to uncertainty, especially when disaggregated to local zones and areas. To remove local uncertainty paragraph 2.2.14 of that document states that the details of planned developments and transport schemes should be obtained from local planning documents (for example Local Development Plan, Local Transport Plan). Discussion should also take place with key stakeholders (such as local planners and Highways England).

5.6.3 The guidance goes on to state that Information should be obtained not only on the existence of development plans but details such as:

- Planning status;
- Political or Commercial uncertainty as to whether a development or transport project (other than the one being appraised) will go ahead;
- Local economic or planning uncertainty, e.g. as to the success of local regeneration initiatives;
- Policy initiatives that affect travel demand (e.g. plans for Smarter Choices schemes);
- Timing; and
- Location, including access points and, for transport schemes, interchange arrangements.

5.6.4 Chapter 9 of the document also goes on to confirm that:

5.6.5 'there *are some circumstances where a formal transport model is not available, and a simple traffic growth factor may be required. Typically, this might be a transport impact assessment, where a growth factor is needed for traffic on a single road or junction.*

5.6.6 In this instance, use of NTEM growth factors alone would not be appropriate, as they do not take into account the impacts of fuel cost, values of time, and changes in trip length. However, it is possible to combine NTEM data with growth factors from the National Transport Model (NTM) to estimate a very approximate growth factor. It should be emphasised that this is a very approximate approach which would not normally be used in forecasts for the appraisal of major transport schemes.

5.6.7 One of the main weaknesses in applying NTEM factors is that it predicts continuous growth and would seek to apply a more generic growth factor to the whole corridor, as opposed to the relevant parts of the network where specific development sites would have an impact.

5.6.8 It is considered therefore that the use of datasets relating to specific development sites is a more appropriate approach in this instance, not least given the EMET directive which seeks to restrict further growth on the corridor until the Hamble Lane Corridor works are implemented.

5.1 Transport Modelling & Impact

5.1.1 The highway network has been modelled using standalone junction modelling software packages, specifically, Picady for priority junctions, Arcady for roundabout junctions and LINSIG for signalised junctions; this approach was agreed with HCC and is entirely consistent with the other development proposals that have been granted permission in the local area.

5.1.2 It is evident from the assessment undertaken, that 4 of the junctions will continue to operate within capacity, either with no changes being proposed or as a result of proposed schemes being implemented by with Highways England, HCC or as part of the GE Hamble proposals.

5.1.3 Of those junctions deemed to be operating at or above capacity, when considering the loss of commercial floor space as a result of the development proposals the increase in degree of saturation and queue length are significantly offset.

5.1.4 HCC have confirmed that a financial contribution of £750,000, travel planning measures and the changes local to the site would be appropriate to offset the incremental impact of the development and to implement some of the improvements they have identified along Hamble Lane.

5.2 Mitigation

5.2.1 As well as significantly improving the layout of Coronation Parade and Kings Avenue for existing and new users, it was agreed with HCC that it would be most beneficial for the appellant to contribute S106 funding towards the delivery of the wider Hamble Lane Corridor Improvements as opposed to delivering further specific mitigation measures. Such an approach will deliver wider benefits, as already appraised by HCC and been the subject of public consultation, as opposed to simply seeking to mitigate the specific impact of the development in isolation.

5.2.2 As previously mentioned, whilst the Hamble Lane Corridor enhancements are discussed in the context of being one project, it is recognised in the EMET report that the various measures can be implemented independently to each other and in order of priority, making adjustments to reflect the availability of sufficient funding.

5.2.3 HCC have confirmed that a total of £2,858,913 is currently held or secured towards the Hamble Lane Corridor improvements, with this figure increasing to £3,608,913 with the contribution from this development. HCC have confirmed that this funding would be allocated to the delivery of the identified improvements at the Hound Land / Hamble Road junction and / or the Hamble Lane Portsmouth Road Junction, were full funding not received from the DfT pinch point fund.

5.2.4 The EMET report confirms that two thirds of respondents to the public consultation exercise identified improvements to the Hamble Lane / Portsmouth Road junction as being the main priority and this would be the focus for delivery.

5.2.5 HCC have also confirmed the identified corridor mitigation is deliverable, irrespective of the Pinch Point funding coming forward in the shorter term.

5.3 Summary

5.3.1 It is therefore considered that the assessment undertaken is robust and is consistent with the approach taken in other Transport Assessments. The loss of employment floor area at the GE Hamble site would offset the impact of the proposed development.

5.3.2 Furthermore, the impact of the development proposals will be significantly offset by the general changes to the GE Hamble business operations, not least the relocation of the logistics hub away from the Hamble Lane corridor.

5.3.3 The contribution towards the works associated with the Hamble Lane Corridor will mitigate the incremental residual impact of the development proposals and would not give rise to a severe impact on the highway network and assist in delivering this key project.

5.3.4 HCC have confirmed that the contribution, along with other funds held, will be used to directly implement enhancements.

5.4 Accordance with Policy

5.4.1 It is evident from the above that the development accord with Policy 101.T of the Local Plan by making contributions towards the implementation of transport measures set out within the plan and that contributions are set at a level appropriate to the scale and the impact of the development.

5.4.2 In addition, the proposals accord with the underlying principles of NPPF that states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residential cumulative impact on the road network would be severe.

6. Third Party Representations

6.1 Response to matters

6.1.1 It is noted that some third-party representations were received in relation to transport and access concerns. Some of those matters, relating to general traffic impact have been addressed earlier in my proof and others it is appropriate to respond to in this section.

6.1.2 Mrs Rebecca Lord made reference to the Transport Strategy being reliant on the use of a permissive footpath through the Hamble Allotment Gardens for access to the station. I can confirm that the transport strategy is not reliant on this connection. Following deferment at the committee in July 2019, the possibility of providing an S106 contribution towards the improvement of the footpath through the allotments was explored with Hamble Parish Council; this was not progressed as the Parish did not consider it appropriate and suggested that permissive rights may be removed in the future.

6.1.3 Jody Slater provides transcripts of the two presentations made to planning committee. As evidenced in my proof, many of the matters raised at the first committee in relation to the junction design at Kings Avenue and Coronation Parade were subsequently discussed with Ms Slater on site and design amendments were made accordingly. HCC as highway authority must however consider all road users and the subsequent comments raised by the respective safety auditors. It is nonetheless my opinion that this dialogue between all parties lead to an improved design.

6.1.4 The discussions with Ms Slater also led to a stretch along the site frontage being safeguarded for the provision of a 3m wide cycle route that connects directly into cycle route 2.

7. Summary and Conclusion

7.1 Summary

7.1.1 I have considered the transport related reasons for refusal within the context of the most relevant provisions of the NPPF especially paragraph 32. I have also had regard of relevant adopted and emerging planning policies.

7.1.2 The existing conditions with respect to the local highway network, bus, pedestrian, and cycle routes have been discussed within this Proof in order to provide background information and context to the proposed development.

7.1.3 It has been demonstrated throughout this proof that the proposed changes to Kings Avenue and Coronation Parade would enhance the sustainability of the site and the local area through the improvement to waking and cycling and the rationalisation or parking and vehicle movements. The proposals would provide better travel choices and amenity to residents of the proposed development, staff of the wider GE Hamble site and the existing residents of Hamble-le-Rice; these changes have been the subject of both an internal HCC and independent Road Safety Audit.

7.1.4 Referring back to paragraph 32 of the NPPF, it is clear that the opportunities for sustainable transport modes have been taken up whilst giving due consideration to the nature and location of the site. It has been demonstrated that a safe and suitable access can be achieved for all people and that improvements have been undertaken to the transport network that cost effectively limit any significant impact of the development; such improvements have the benefit of being sustainable over the longer term. The proposals fully accord with the preferred hierarchy of road users, gives due consideration to pedestrian and cycle amenity and is compliant with local and national policy.

7.1.5 With regard to trip generation, It is recognised that the Hamble Lane Corridor can suffer with peak hour congestion, however it is also considered that the changes that have been made to the wider business operations (in addition to the direct loss of floor area) such as the relocation of the logistics hub, are substantial and would lead to a reduction in traffic flows that would otherwise be using the road network in the peak hours, thus assisting in reducing baseline flows. This reduction has not been accounted for in any of the modelling work undertaken.

7.1.6 It is evident that an appropriate assessment methodology has been followed that is agreed with HCC and consistent with other planning permissions along the Hamble Lane Corridor. A package of mitigation measures have been agreed with HCC that fully accord with the aspirations of the Hamble Lane Corridor study.

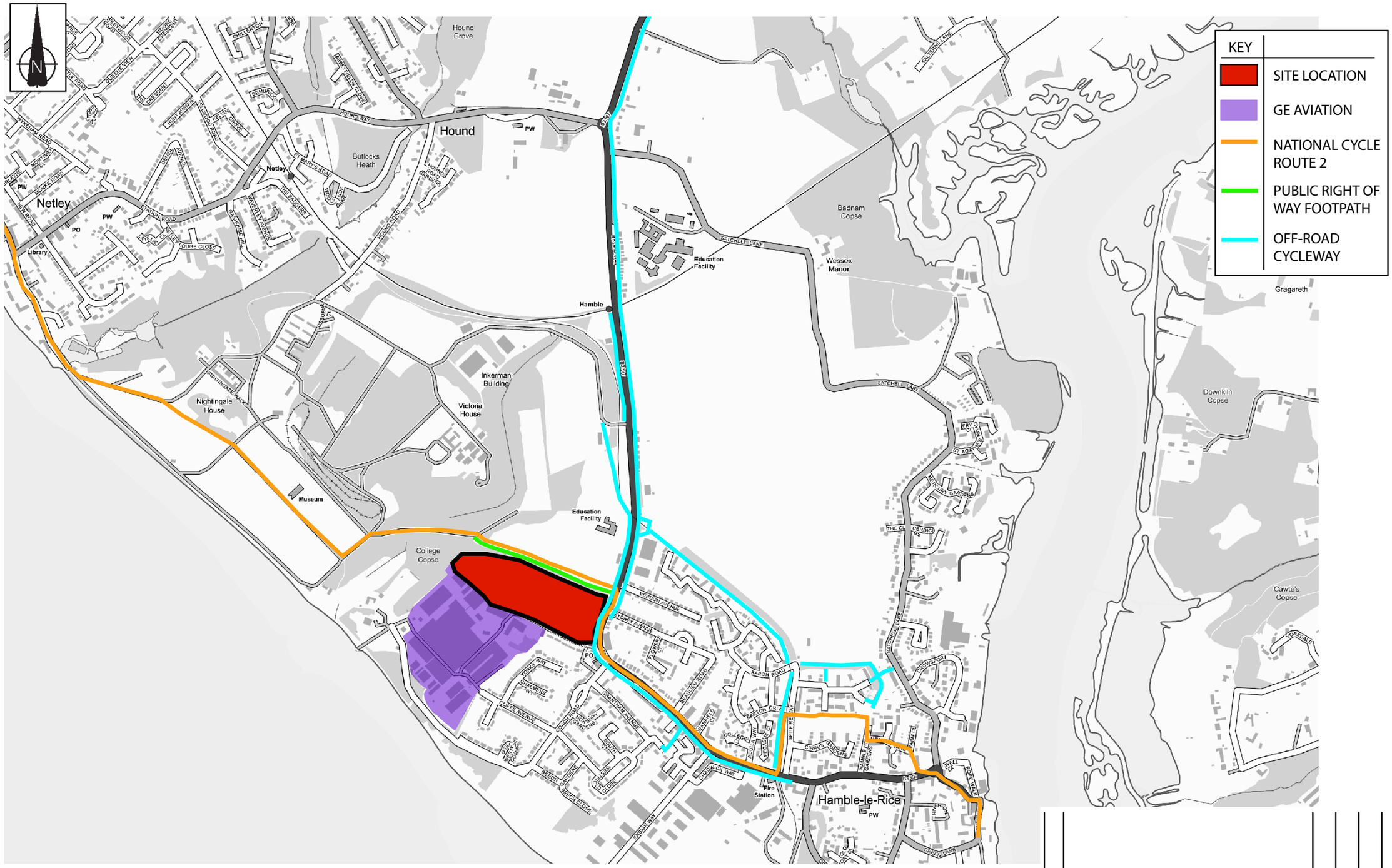
7.1.7 The S106 contribution towards the Hamble Lane Corridor will allow specific parts of the network to be improved more than offsetting the impact of the development were the full corridor funding not to be achieved.

7.1.8 It is my respectful opinion that the reasons 2 and 3 are not well-founded and that there are no sustainable highways objections to the scheme.

FIGURES

DT01 – Cycle and Pedestrian Routes

DT02 – Pedestrian Desire Lines



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Rev	Amendments	Drn	Chk	App	Date

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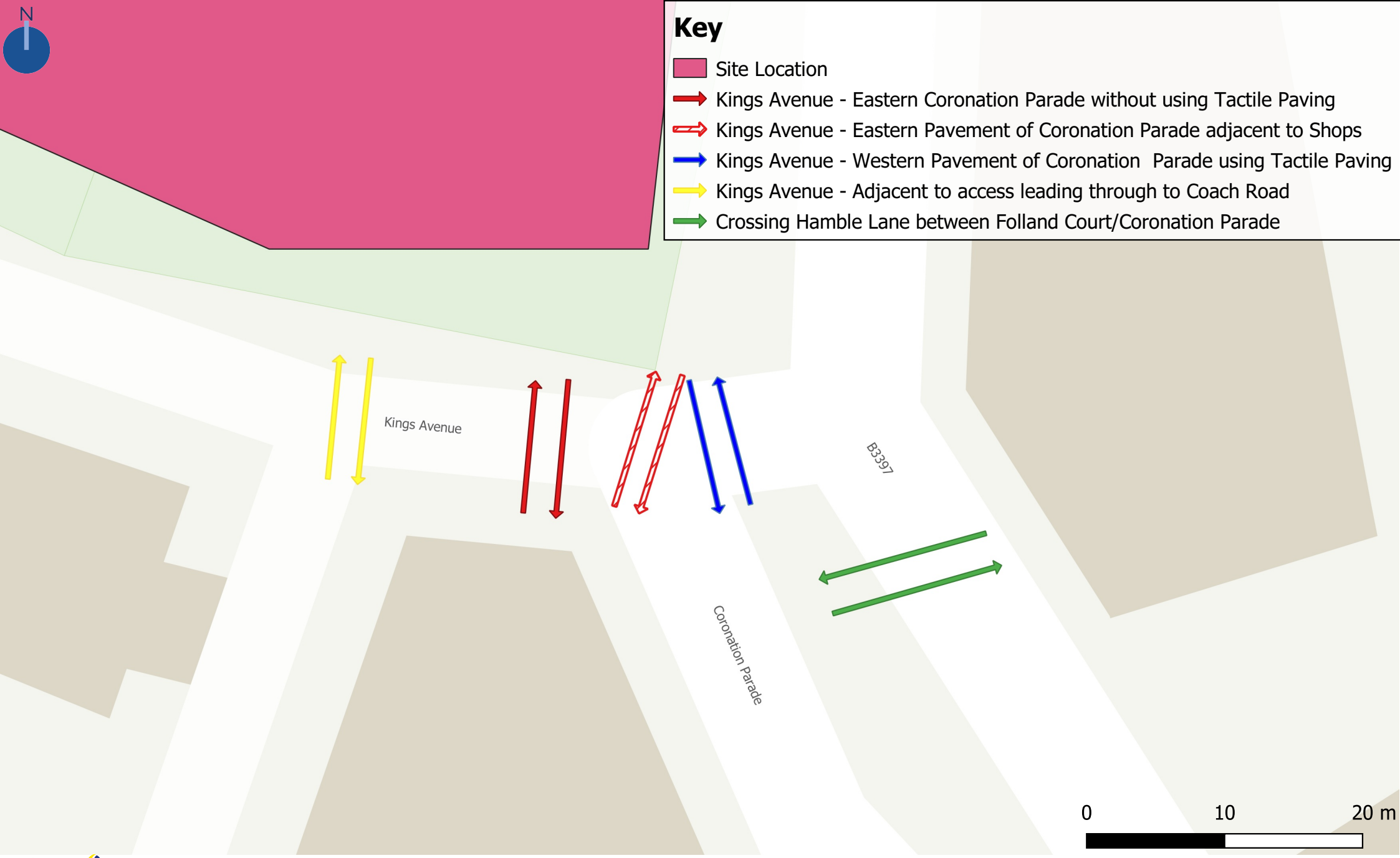
Job Title: GE AVIATION, HAMBLE

Drawing Title: PEDESTRIAN & CYCLE INFRASTRUCTURE

Client: GE AVIATION

Scale	Date	Designed
NTS	JUL`17	SEC
Drawn	Checked	Approved
SEC	DT	DT
Job No	Figure No	Rev
17055-01	DT01	



MARKIDES ASSOCIATES

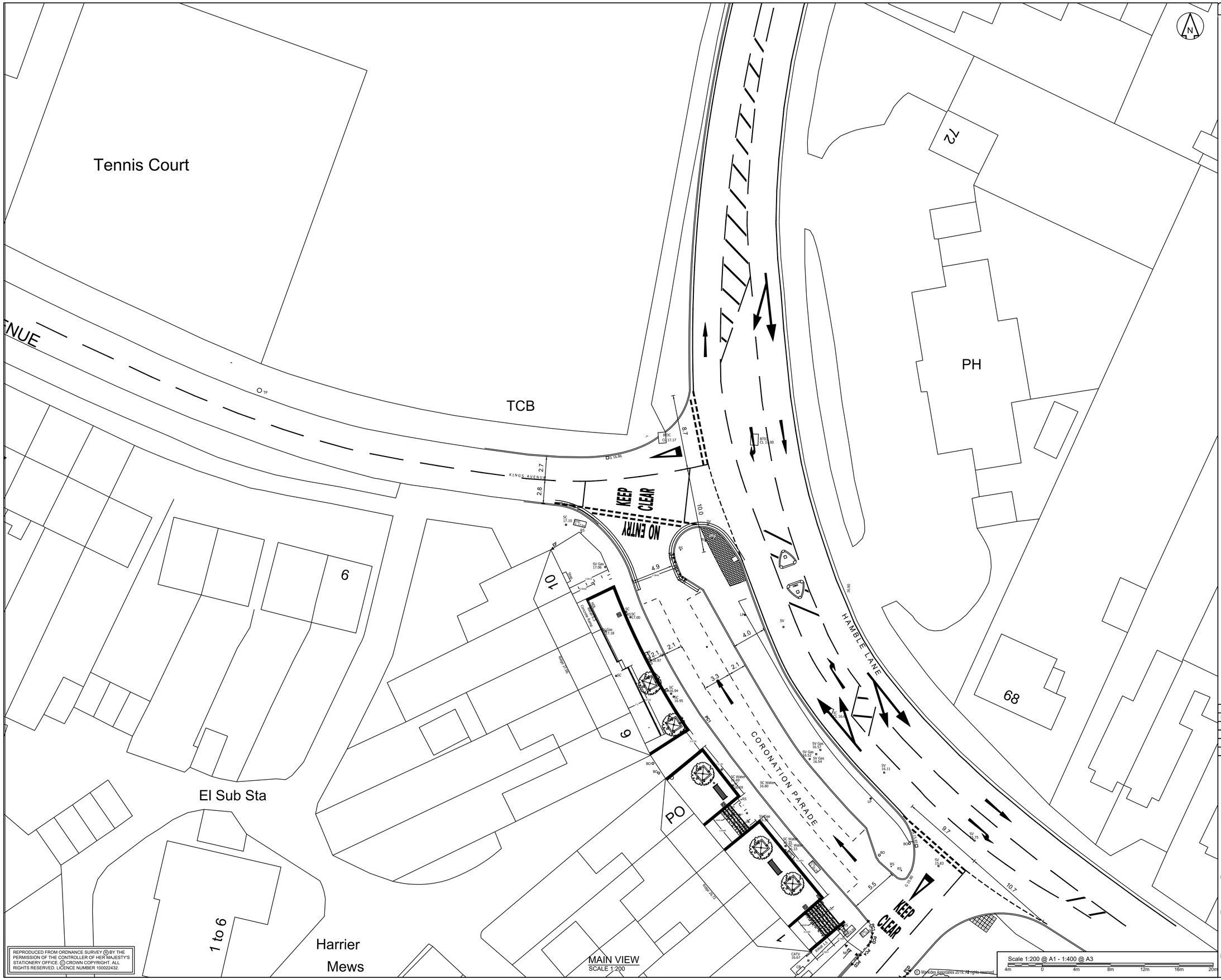
GE Aviation

Figure DT02: Pedestrian Desire Lines

DRAWINGS

P01 – Existing Arrangement

PO6 – Proposed Arrangement



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Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

DO NOT SCALE OFF THIS DRAWING

Notes:

1. This drawing must be read in conjunction with all drawings with reference number 17055/00.
2. All dimensions in meters unless stated otherwise.
3. This drawing shows existing layout and it is for information only.

Revision History

P01	FOR INFORMATION	BA	DT	DT	11.09.2020
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P01	FOR INFORMATION	BA	DT	DT	11.09.2020
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project

GE AVIATION, HAMBLE

Drawing Title

KINGS AVENUE
EXISTING GENERAL ARRANGEMENT

Markides Associates reference: 1755/00 1:200 @ A1

1755-55-154 - P01

DO NOT SCALE OFF THIS DRAWING

Notes:

1. This drawing must be read in conjunction with all drawings with reference number 17055/00.
2. All dimensions in meters unless stated otherwise.
3. Proposed design has been undertaken using Topographical Survey information provided by the client.
4. This design is subject to approval by Hampshire County Council.
5. This layout is preliminary only and subject to change during detailed design.
6. Proposed landscape planting on the North side of New Kings Avenue must not exceed 0.6m in height in order to comply with the pedestrian visibility splay.
7. Vegetation within the visibility splay to be grass verge only or similar. Any planting should be at least 1m back from the visibility splays shown in this drawing.

KEY:

- Existing Highway Boundary
- Proposed Kerb
- Proposed Road Markings
- Proposed Bollard
- Proposed Traffic Sign
- Proposed Buff colour Tactile Paving
- Proposed landscape planting
- Proposed Red colour contrasting surfacing
- Proposed Grass-Concrete Surface

Tennis Court

1.5x43m Pedestrian Visibility Splays

1.5x25m Pedestrian Visibility

Sign to Diag.956

Sign to Diag.956

1.5x28m Pedestrian Visibility

Sign to Diag.616

NO ENTRY

KEEP CLEAR

LOADING ONLY

TCB

PH

PO

CORONATION PARADE

HAMBLE LANE

NEW KINGS AVENUE

1.5x10m Pedestrian Visibility Splays based on 10mph Speed

MAIN VIEW
SCALE 1:200

Visibility Splay
SCALE 1:1000

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Scale 1:1000 @ A1 - 1:2000 @ A3

20m 0 20m 40m 60m 80m 100m

Scale 1:200 @ A1 - 1:400 @ A3

4m 0 4m 8m 12m 16m 20m

Revision History

P06	AS PER HCC COMMENTS	BA	DT	DT	29.05.2020
P05	AS PER RSA COMMENTS	BA	JH	DT	10.12.19
P04	FOR INFORMATION	BA	JH	DT	20.11.19
P03	FOR INFORMATION	BA	JH	DT	07.11.19
P02	FOR INFORMATION	BA	JH	DT	29.10.19
P01	FOR INFORMATION	BA	JH	DT	17.10.19
P00	FOR INFORMATION	KO	DT	DT	XX.08.18
Rev	Comment	By	Chkd	Appr	Date

Current Revision

P06	AS PER HCC COMMENTS	BA	JH	DT	29.05.2020
Rev	Comment	By	Chkd	Appr	Date

S2 - FOR INFORMATION

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Project

GE AVIATION, HAMBLE

Drawing Title

PROPOSED ARRANGEMENT

Markides Associates reference: 1755/00 AS SHOWN @ A1

1755-00-146 - P06