
Technical Note

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Subject: BDBC Local Plan Examination – Updated position on behalf of the Local Highway Authority Policy SS3.10 Clause ‘u’

Background

Hampshire County Council (HCC) as the Local Highway Authority (LHA) have objected to Policy SS3.10 clause ‘u’ and consider it to be unsound based on the current findings in the supporting Local Plan Transport Assessment (Main Document TR01) .

The LHA specific concerns are in reference to clause ‘u’ regarding the deliverability of a part of the Manydown site known as parcel 6a (south of the railway line and north of Pack Lane). At the time of the Revised Pre-submission Local Plan consultation (June 2014) it had not been demonstrated to the LHA’s satisfaction through the Local Plan Transport Assessment (TR01) that a suitable capacity solution at the Fiveways junction (Pack Lane / Old Kempshott Lane / Buckskin Lane) could be delivered.

In order to make the Local Plan legally compliant and sound the LHA recommended that further assessment work be carried out to provide evidence of a workable solution in traffic terms for this junction in respect of the specific impact of developing parcel 6a.

Further assessment work

The LHA is now in receipt of a report by AECOM on behalf of the promoters of land within SS3.10 which provides further assessment work in support of parcel 6a. The report is titled, ‘*AECOM Briefing Note: Fiveways Assessment*’ dated September 2015. It is understood that this report has been submitted to the Inspector by the promoters of land within SS3.10.

The report includes a detailed review of the layout and operation of the existing Fiveways junction. It includes a validated 2015 AM and PM peak hour baseline model using traffic data collected in September 2015 following the start of the academic year*

The report goes on to consider the operation of the junction in association with a potential development scenario of 300 dwellings at SS3.10 parcel 6a**. The scenario considered shows the operation of the existing junction would be expected to deteriorate as a result of the traffic demands arising from 300 dwellings on parcel 6a. The report does also demonstrate that by 2021 with no development at parcel 6a the operation of the junction will also deteriorate.

The report then identifies opportunities to improve the junction. Some of the potential improvements have then been modelled, these physical improvements are shown on drawing 'FIVE-ACH-AH-00-SK-CE-00002 Revision P01' within the AECOM report and are appended at Appendix 1 of this Technical Note. In addition some complimentary measures have also been suggested in the AECOM report which are expected to improve the junction operation but are difficult to capture within a traffic model.

In summary the AECOM report assesses the operation of the improved junction with a potential development scenario of 300 dwellings at SS3.10 parcel 6a**. The associated junction modelling identifies that a 'nil detriment' situation could be achieved. In simple terms if the improvements shown on drawing 'FIVE-ACH-AH-00-SK-CE-00002 Revision P01' are implemented then 300 dwellings could be built at SS3.10 parcel 6a** without a severe residual highway impact at the Fiveways junction.

Conclusion

The LHA is satisfied at this stage of the planning process that a viable highway solution can be developed for this junction as part of further technical work and on going masterplanning and delivered by the development as part of a mitigation package at the Development Management stage.

In the context of the Local Plan process the LHA hereby confirms that its specific objection to Policy SS3.10 clause 'u' is withdrawn.

** further assessment work is required with any future planning application on completion of the masterplan as identified at paragraph 11.10.5 of the BDBC response to the Inspectors Key Issues and Discussion Note: Issue 5. September 2015

