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**Sent:** 18 July 2019 10:40  
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**Subject:** RE: revised junction layout and safety audit at Kings Avenue linked to GE application

Andy

In relation to the below I have liaised with Damian at Markides who has provided the responses below. In addition, I have attached the previous note prepared by Markides and submitted that responded to some of these matters.

- Was a Stage 1 RSA produced for the new Hamble Lane / Kings Ave junction? I advise I have not seen this but it is not required from a LPA perspective, but presumably something was presented to HCC?

We have not had sight of a formal RSA which are usually undertaken internally at HCC. However, comments were received from the HCC detailed engineering team which led to changes to the design to respond to their comments. HCC engineers have now therefore satisfied themselves that the changes to the junction / Kings Avenue can be delivered safely, as set out in their overall consultation response confirming no objection to the proposals. Further audits and detailed design would occur as part of the S278 process.

- Were more detailed plans provided on the other highway improvements in this location including pedestrian improvements? I am not aware of additional plans but would recommend a Grampian condition.

There have not been detailed plan prepared to date, however the TA details the specific improvements required which are for items such as wayfinding and improvements to bus stops. The contributions towards transport that have been agreed include the contribution to pedestrian improvements within the local area, and these will be secured through the S106. However the design and delivery of these will be undertaken by HCC as these will be considered and developed as part of the overall strategy for pedestrian improvements around this part of Hamble.

- Were additional traffic data / traffic movements produced in response to the comments WYG raised previously? Have Markides presented anything direct to you or HCC?

Following review and discussion with HCC it was confirmed that further assessment was not required. The scope of the assessment and decisions on trip rates etc were agreed with the County Council as highways authority and the assessment undertaken in line with the scope and approach agreed. The approach and data is in line with other schemes in the borough and County and considered to be robust. The attached note responded to HCC and was issued in December of last year. We discussed this when we met in December with yourself and HCC and the section in 2.11 onwards addressed this matter specifically.

- Will the works to Hamble Lane / Hound Road junction be prioritised? I discussed this a while ago with HCC and given the local concerns / needs it was agreed that it was something HCC would consider. I have asked for their views on this again.

We see no reason why they cannot and would not support this. The contribution being paid through the development would enable 100% of the mitigation required for the junction to be delivered and therefore the scheme does not require other funding to be delivered. The money for this should be ring fenced towards this improvement and we would welcome these improvements being prioritised and being delivered early as they will also assist the highway movements to GEs retained operation for the business and staff, as well as access into and out of the peninsula for residents and other businesses.

I trust that this assists.

Let me know if you need anything further.

Matt

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# GE Aviation Response to Hamble Parish Council Comments



Project No. 18031-01

7th December 2018

Client **GE AVIATION**

Author D Tungatt

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## 1. INTRODUCTION

- 1.1 This note has been prepared in response to the WYG Technical Note relating to a planning application (ref. O/18/84191) submitted to Eastleigh Borough Council in 2018 by GE Aviation. The outline application proposes up to 148 dwellings as well as the relocation of the cricket pitch, improvements to the bowls and football facilities, a new vehicular access and associated car parking.
- 1.2 WYG have undertaken a review of the Transport Assessment submitted in support of that application and provided comments in a document referenced *Technical Note 01 Review of Transport Impacts* on behalf of Hamble Parish Council.
- 1.3 For clarity, this note replicates the headings set out in the WYG note before responding below.

## 2. WYG REVIEW OF TRANSPORT ASSESSMENT

### Vehicle Access

- 2.1 For confirmation, the final masterplan seeks permission for one point of vehicular access from Hamble Lane only via a realigned Kings Road. No Secondary or alternative accesses are proposed.

### Sustainable Travel

- 2.2 The NPPF recognises the concept that rural locations should be treated differently to urban locations in sustainable transport terms. On this basis what is considered to be a *frequent* level of bus service will differ between urban and rural areas.

- 2.3 Service 6 operates 2 buses per hour in the peak periods with the X15 operating additional services throughout the day. This is considered to be a good level of service for an area such as Hamble-le-Rice.
- 2.4 Whilst it is recognised that Southampton is a large employment centre, it is not reasonable to suggest that there is only one bus service a day that would be of benefit to future resident commuters; employees are likely to start work and finish work at various times of day and will therefore not solely be reliant on a service arriving in Southampton prior to 08.19.
- 2.5 In addition, Southampton is also a retail, commercial and leisure destination where the bus will be a viable alternative to the private car and trips will take place throughout the day.
- 2.6 Finally, for clarification, the Transport Assessment is not suggesting a significant modal shift will occur beyond what is typical for such a location nor has any adjustment to the estimated vehicle trip generation been made to account for such a scenario.

## Existing Vehicular Trip Rates

- 2.7 In respect of the buildings proposed to be demolished, employees have largely been decanted from these areas in the last 18 -24 months.
- 2.8 Notwithstanding the above, the Transport Assessment clearly presents two scenarios for assessment; the first, considers the impacts of the development proposals without discounting any existing accommodation and the second assesses the impact of the development with a reduction applied.
- 2.9 It is also worth noting that no discount has been applied for the relocation of the logistics hub which will reduce vehicle numbers to and from the site.
- 2.10 In respect of the sports clubs, these typically generate off peak trips, either in the evenings or across the weekend. It should be noted that the sports pitches are already located on site and used by various sports teams. The proposals seek to upgrade these facilities only and provide additional car parking to relieve the overspill into the local streets that occurs currently.

## Proposed Vehicular Trip Rates

- 2.11 It is recognised that there are different methodologies used for calculating a trip rate and that it is good practice to agree parameters with the local highway authority. In this instance the original approach was revised during pre-application discussions with HCC and the agreed rates were subsequently used in the submitted assessment.
- 2.12 It is considered appropriate that the trip rates used in the assessment were consistent with the trip rates presented in other applications. For this reason, the rates agreed for the earlier Berry Farm application were reflected in this assessment.

## Junction Capacity Assessments

- 2.13 Again, it is good practice to agree the approach to traffic modelling with the County Council and this was undertaken during pre-application discussions. The modelling results were robustly reviewed by HCC to ensure that queue lengths and model calibration was correct; a number of iterations were submitted for approval.

### Hound Road / Hamble Lane junction

- 2.14 The modelling of the Hound Road Hamble Lane junction has been agreed by HCC. Discussions on the most appropriate form of junction and respective level of contribution towards enhancement to provide additional capacity in this location are currently being discussed.

### Other Junctions

- 2.15 It is evident when comparing the results in the submitted TA that the scale of change between the future baseline (including other committed or proposed development) and the “with GE Hamble” scenarios are negligible and would not constitute a severe impact when considered in isolation.
- 2.16 However, it is also recognised throughout the Transport Assessment that the proposals have the potential to increase queuing at some locations when considered cumulatively.
- 2.17 It is for this reason that the application agrees to make a significant contribution towards the Hamble Lane Corridor Study which is seeking to improve the operation of the corridor as a whole.
- 2.18 It should also be recognised that GE Aviation will remain in situ after any development has been completed and therefore have a vested interest in ensuring that the highway network does not give rise to significant delays to employers, customers and deliveries in the future.

## Summary

- 2.19 This note responds to the matters raised by WYG on behalf of Hamble Parish Council and sets out why the scheme is sustainable for its location and why the trip rates presented have been used; it also clarifies agreements in respect of the junction modelling presented.
- 2.20 Contrary to the summary in paragraph 3.2 of the WYG report, the assessment does account for cumulative impact of other developments, these are sets out in the Committed Development section of the submitted TA and include the following proposals;
- Berry Farm F/17/79863
  - Land West of Hamble Lane O/12/71828
  - Mallards Road O/15/76491
  - Cranbury Gardens O/15/76883

- Land South of Bursledon Road O/15/77121

2.21 Road Safety Audits will be undertaken as requested by HCC in due course.