

Agreed Statement on Transport Matters

Land at GE Aviation Hamble le Rice

LPA REF: O/18/84191
Inspectorate Ref: APP/W1715/W/20/325559
Prepared for: GE Aviation Ltd and Hampshire County Council

13 October 2020

| Rev | Issue Purpose | Author | Checked | Reviewed | Approved | Date |
|-----|---------------|----------|---------|----------|----------|----------|
| A | Final | MA / HCC | | | MA / HCC | 13/10/20 |

1. Introduction

Rationale for Statement

- 1.1 This Agreed Statement on Transport Matters has been jointly prepared between the Appellant (GE Aviation Ltd) and Hampshire County Council (HCC) to provide clarity on the agreements reached between both parties.
- 1.2 As relevant highway authority, HCC raised no objection to the planning application on highways or transportation matters subject to the appellant agreeing to relevant conditions and contributions. This Statement Summaries the joint agreement on all matters.

2. Site Location

- 2.1 It is agreed that the location of the site, some 1.3Km west of Hamble Square, 1.2Km west of Hamble Station and approximately 250-350m from Coronation Parade places the site in a sustainable location subject to the agreed mitigation measures, and means that walking, cycling and public transport will be realistic alternatives to the use of the car. The site location therefore accords with the underlying principles of NPPF in relation to sustainability.

3. Proposed Access Arrangements

- 3.1 It is agreed that the access arrangements proposed by the appellant are to the satisfaction of HCC and are sufficient to enter the S278 design review process were planning permission to be granted.

- 3.2 It is agreed that the conclusions of the Independent Road Safety Audit were considered by all parties and have been addressed by the appellant to the satisfaction of the HA as far as is reasonable at this stage.
- 3.3 The highway design issues raised at the July 2019 committee resulted in further discussions being held between HCC and the appellant leading to amendments being made which were considered satisfactory to the HA, subject to detailed review through the s278 design check process.
- 3.4 It is agreed that the formalising and relocating of the crossing point across Kings Avenue will be an improvement for all users and will remove the current desire lines across the wider junction bell mouth; it is anticipated this will improve the safety and operation of the junction.
- 3.5 It is agreed that the pedestrian and cycle survey undertaken by the appellant in October 2019 confirmed that the majority of all pedestrian and cyclists typically use the pavement on the western side of Coronation Parade and seek to cross away from the location of the current crossing point.
- 3.6 It is agreed that the changes proposed will result in all pedestrians and cyclists having to use the western footway and new crossing point and this will alter the preferred desire line for some. However, the increase in journey time as a result of these changes will be negligible.
- 3.7 It is agreed that the provision of a dedicated loading bay for Coronation Parade is an improvement on the current situation and avoids the need for larger vehicles to reverse in the Parade to manoeuvre.
- 3.8 It is agreed that the off-street parking area proposed for residents of Kings Avenue will improve pedestrian and cycle access between the site and the local area.
- 3.9 It is agreed that a compliant Travel Plan has been prepared to underpin and will assist in promoting sustainable travel and reducing single occupancy vehicle trips.

4. Assessment Methodology

- 4.1 It is agreed that the methodology used in the Transport Assessment was agreed between HCC and the Appellant during numerous pre application meetings, prior to submission of the application.
- 4.2 It is agreed that the trip rates used in the assessment are to the satisfaction of HCC and that they are comparable and consistent with other applications and approvals within the local area. The trip rates used are consistent with the application for Berry Farm (F/17/79863) which is comparable in respect of location and geography to the GE Aviation site.
- 4.3 It is agreed that the method of traffic distribution, which used a combination of Census Travel to work data and Google maps to define routing is appropriate and to industry standard.

- 4.4 It is agreed that the committed developments considered within the assessment were those which were agreed with HCC and as highway authority.
- 4.5 It is agreed that the junctions assessed were those requested by HCC.
- 4.6 It is agreed that the appellant undertook traffic surveys in an appropriate way using a combination of ATC and MCC collection methods.
- 4.7 It is agreed that the baseline traffic data collected was reviewed by the appellant and HCC prior to use and was considered sufficiently representative of the highway network.
- 4.8 It was agreed that no general Temprow growth factors were to be applied to baseline traffic data owing to the inclusion of specific committed development. This means that the modelled *scenario* essentially represents a period from at least 2022 when the committed development was expected to be fully operational.
- 4.9 It is agreed that the modelling packages used to assess the junctions are appropriate.

5. Impact of Development proposals

- 5.1 It is agreed that the trip generations presented by the appellant in the Transport Assessment and summarised below are the agreed trip rates.

| | <i>AM Peak In 0800-0900</i> | <i>AM Peak Out (0800-0900)</i> | <i>PM Peak In (1700-1800)</i> | <i>PM Peak Out (1700-1800)</i> |
|----------------------------------------------|---------------------------------|------------------------------------|-----------------------------------|------------------------------------|
| <i>Trip Rate</i> | 0.162 | 0.425 | 0.402 | 0.238 |
| <i>Trip Generation for 148 houses</i> | 24 | 63 | 59 | 35 |

- 5.2 It is agreed that the HCC position is based on the residential trip generation only and no other changes to GE Aviation business.
- 5.3 It is agreed that traffic models submitted by the appellant in the Transport Assessment were considered acceptable by the Highway Authority.
- 5.4 It is agreed the Hamble Corridor is a congested network and the impact of the proposed development will result in increased queuing, without any mitigation. It is however agreed that this impact is not considered to be severe, subject to provision of the agreed package of measures summarised in paragraph 6.5. and set out in the committee report.

6. Hamble Lane Corridor study

- 6.1 It is agreed that HCC have reviewed the impact of the development against the Hamble Lane improvement scheme, as identified in the Hamble Lane corridor study, and do not consider the additional traffic generated by the proposed development to have a significant detrimental impact on the operation of the improvement scheme as robust assumptions in respect of background traffic growth are included within the modelling work that HCC have undertaken.

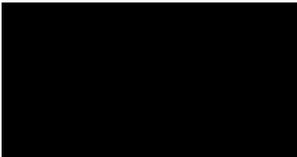
- 6.2 It is agreed that a S106 contribution of £750,000 will be made by the appellant towards the Hamble Lane improvement scheme. This includes the following junctions; Hamble Lane / Hound Road / Satchell Lane, Hamble Lane / Portsmouth Road, Hamble Lane / Jurd Way and Hamble Lane / Tesco Extra and measures to improve provision for pedestrians and cyclists.

- 6.3 It is agreed that in the event of the full works package not being deliverable within the foreseeable future, the contribution made by the appellant would be used to provide specific elements of the study to sufficiently mitigate the impact of the development. In particular, whilst the contribution sum is to be secured against the Hamble Lane Improvement scheme in its entirety, it is proposed that this element of the funding would be allocated towards improvements to the Hamble Lane / Hound Round/Satchell Lane junction and/or Hamble Lane/Portsmouth Road junction.

- 6.4 It is agreed that HCC currently hold £2,331,022 towards works identified in the Hamble Lane corridor study. HCC anticipate a further £1,277,891 including the £750,000 to be secured in connection with the proposed development.

- 6.5 The mitigation package of a £750,000 contribution towards the Hamble Lane Corridor improvements, the changes to Kings Avenue and Coronation Parade and the implementation of the proposed Travel Plan are considered to meet the CIL reg 122 tests:
 - (a)necessary to make the development acceptable in planning terms;
 - (b)directly related to the development; and
 - (c)fairly and reasonably related in scale and kind to the development

Signed D Tungatt on behalf of the Appellant



Signed G McCart on behalf of Hampshire County Council

