

Our Reference: 075.0001.AHL/JH

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Dear Paul

**Land West of College Road South, Aston Clinton (ref: 16/02752/AOP)
Appeal Decision and Revised Scheme**

Following the publication of the appeal decision for the above site and the proposal of a revised scheme for up to 55 dwellings we have prepared the following response to consider both the highways elements of the appeal decision and the reduction in highway impact of the revised scheme.

Appeal Decision (Appeal ref: APP/J0405/W/16/314751)

There were three main concerns raised in the appeal decision with regards to the methodology of the Transport Assessment and these will be dealt with in turn.

Trip distribution

In terms of trip distribution assumptions used in the Transport Assessment the concern raised by the inspector was that these assumptions did not take into account the impact of school traffic on Green End Street. This issue was raised on the basis of comments from local residents that the increase in traffic at school opening and closing times blocked Green End Street and would result in traffic from the development avoiding this route.

It should be noted that the trip distribution assumptions used for the submission were in line with national best practice in using Census Journey to Work data and this was agreed with the local highway authority prior to undertaking the assessment work. In addition the impact of school traffic has not been quantified and it should be noted that any queuing and delay associated with school drop offs will be over a limited time (10-15 minutes) rather than across the whole of the AM peak hour (08:00-09:00) and that there would be no such impact during the PM peak hour (17:00-18:00).

Given the above, the conclusions of the Transport Assessment are considered to still be applicable and therefore the cumulative impact of development on the local highway network would not be severe and is in accordance with National Planning Policy Framework (NPPF) paragraph 32.

Queuing at the Brook Lane/London Road junction

With regards to the capacity modelling undertaken at the Brook Street/London Road junction in line with national best practice, the Inspector raised a concern regarding the impact of on-street parking on Brook Street which had the potential to block right turners from entering Brook Street.

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The reason that PBA did not specifically take into account on street parking is that there are parking restrictions for the first 30m of Brook Street meaning that there would need to be a queue of over five cars to block vehicles turning into Brook Street. Even then there would need to be five right turners at the same time before London Road itself was blocked by vehicles waiting to turn right. Given the modelling demonstrated there was limited queuing at this junction (1-2 vehicles) it was considered that the existing level of on street parking would not impact upon the capacity of the junction. Therefore the cumulative impact of development on the local highway network is not considered to be severe and is in accordance with NPPF paragraph 32.

Committed Development

The appeal decision suggested that the junction modelling assessment did not take into account 136 further consented dwellings across three sites (36 dwellings at Park Farm (ref: 15/03527/AOP), 7 units at Tree Tops and 93 units on land south of Aylesbury Road (ref: 15/03786/AOP)). It should be noted, however, that these were consented after submission of the Appeal Scheme and therefore these sites could not have been taken into account in the TA (by virtue of not existing at the time).

In addition two of the sites were 7 and 36 units in size and therefore are not of the quantum of development usually considered as part of 'committed development', in line with national best practice, as they would not by themselves have been large enough to have a significant impact on the local highway network. Traffic generated by such developments would have been taken into account in the TEMRPO growth used for background traffic growth. The TEMPRO growth factor used the National Trip End Model (NTEM) which takes into account projections of the following:

- Population;
- Employment;
- Housing;
- Car Ownership;
- Trip Rates.

To avoid double counting, committed developments are only specifically used where a site may have a significant impact on the study area of the Transport Assessment. In this instance all relevant significant sites were taken into account. As discussed above the 7 and 36 unit sites were too small to be specifically considered and in the case of the 93 unit scheme this is located to the north west of the London Road/Brook Street junction and therefore a majority of traffic from this development would not be expected to use any of the junctions assessed as part of the Land West of College Road Transport Assessment. Therefore the cumulative impact of development on the local highway network is not considered to be severe and is in accordance with NPPF paragraph 32.

Revised Scheme

The revised proposals consist of up to 55 dwellings with access from College Road South (as per the existing scheme). As part of the appeal scheme the 85 unit scheme received no objection in regards to highways and this agreement covered the following:

- Impact of the development on the operation and safety of the local highway network is not severe;
- Accessibility by non-car modes is achievable and acceptable;
- Travel Plan, which presented a series of measures for reducing the level of private vehicle trips to the site, is acceptable.

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In order to quantify the reduction in trips from the previous scheme the agreed trip rates have been used and these are shown in **Table 1** along with a calculation of the net trip reduction between schemes.

	AM Peak Period (0800 – 0900)		PM Peak Period (1700 – 1800)		12 Hour
	Arrivals	Departures	Arrivals	Departures	
Residential Trip Rate	0.143	0.374	0.347	0.182	4.812
Previous 85 unit scheme	12	32	29	15	409
Proposed 55 unit scheme	8	21	19	10	265
Net reduction	-4	-11	-10	-5	-144

Table 1: Net Trip Reduction for 55 unit scheme

Table 1 demonstrates that the 55 unit scheme would result in a reduction in trips of 15 in both the AM and PM peaks and 144 across a 12 hour day. This represents a reduction in the peak hour of a third of trips expected to be generated by the site. Given that the 85 unit scheme received no objection on highways grounds this 33% reduction confirms that the proposed 55 unit scheme will not have a significant adverse impact on the operation of the local highway network.

Summary

The recent appeal decision has been considered in detail to determine if the issues raised require any additional assessment work to be undertaken in respect to this site. Having reviewed the main evidence provided on trip distribution, on street parking impact and committed development it is our opinion that these would not result in any change to our previous conclusion that the proposals would not have a severe impact on the local highway network. The proposals are therefore in line with paragraph 32 of the NPPF which states *“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”*.

A revised scheme for up to 55 residential units has also been assessed with reference to the previous 85 unit scheme which received no objection on highways grounds. An assessment of the expected trip generation of both schemes demonstrates that the 55 unit scheme would result in a significant reduction (33%) in anticipated trips and therefore, given the previous approval from the local highway authority, it can be confirmed that this will not result in a significant adverse impact on the local highway network.

Yours sincerely



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