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Application: P/OUT/2023/01166 - Proposal for 1,700 homes at Alderholt - Consultation response

Thank you for the opportunity to comment on the 'Response Note' recently submitted by the applicant in support of the above application. Following a review of the Response Note, the Hampshire Highway Authority (HHA) wishes to make the following comments.

Hampshire Highway Authority feel it is important to note that, contrary to the Response Note, Hampshire Highway Authority were willing to enter into pre-application engagement. Hampshire Highway Authority had two initial meetings with the applicant and several correspondences without charge. The applicant chose not to enter into Hampshire Highway Authority's chargeable pre-application service.

Taking each point within the Response Note in turn:

- Provision of a good standard cycle route between the development and Fordingbridge, to allow year-round cycling, should be confirmed as deliverable. The HHA maintains Midgham Lane and Ashford Road are unsuitable for year-round utility cycling in their current form. In the absence of acceptable cycle routes to nearby amenities, the

development is considered unsustainable. The limited existing facilities within Alderholt, improvements to sustainable mode infrastructure within Alderholt and the proposed improvements to the bus service are not sufficient for HCC Highway Authority (HA) to consider the site sustainable.

- PIA data from Hampshire Constabulary gives is most up to date and is required. This has not been provided and as such a robust assessment of any accident clusters the proposed development may exacerbate cannot be completed.
- HCC do not consider the trips rates robust. As set out in HCC's response dated 9th May 2023, the trip rates proposed, and hence the forecast traffic generation, are substantially lower than those agreed for other developments in the area, which are all closer to town centres with a broader range of amenities than the Alderholt site. As such, we believe the development impact is underreported.
- Justification of the trip distribution has not been provided and as such, may lead to underreporting of the development impact in some locations.
- An assessment with revised TEMPRO traffic growth factors has not been completed. As such, we believe the development impact is underreported.
- The mitigation proposals at Provost Street/High Street junction are not considered adequate to address the site impact, particularly given the development impact is underreported, with significant congestion and delays resulting from the proposed development representing an unacceptable and a severe impact on Hampshire's highway network. Furthermore, regarding the proposed highway works to mitigate this impact, no Road Safety Audit (RSA) has been provided reviewing these and it therefore has not been confirmed that the mitigation is either safe or deliverable. While an RSA will be required as part of the S278 process for delivering the works, this does not guarantee the works will be deliverable in line with the principle proposed. HCC request updated modelling to ascertain a robust forecast impact and a subsequent revised design to mitigate the development impact, including an RSA at this stage to ensure the mitigation proposed is safe and can be delivered.
- Capacity modelling has not been provided at Salisbury Road/Bridge Street mini roundabout and Station Road/Normandy Way junctions. The unmitigated impact at these locations could be severe; further investigation is required.
- No topographical survey of the proposed widening of Harbridge Drove/Alderholt Road and the B3078 Fordingbridge Road/Bowerwood Road has been provided. While the required land to facilitate this appears to be within the highway boundary, there could be severe engineering, arboriculture, environmental and/or ecological reasons the widening is unacceptable.
- Regarding the pinch point towards the centre of the B3078 between Alderholt and Fordingbridge, no RSA or modelling of the proposed

priority arrangement has been provided. The proposal in this location could represent a severe impact on capacity grounds and an unacceptable impact on safety grounds. Further investigation is required.

We note that none of the specific outstanding concerns raised in the HHA's response dated 9th May 2023 have been addressed by submission of the 'Response Note'. No substantial evidence or justification has been provided within the Response Note. Therefore, those concerns remain and Hampshire County Council does not consider the proposed development complies with national, regional or local policies, which require developments to be sustainable, limit the need to travel by private car and offer a genuine choice of transport modes. HCC maintains the objection to the proposed development, with the previously stated Reasons for Refusal remaining appropriate:

- *The proposal is likely to generate an unacceptable increase in vehicular traffic on the local highway network in Fordingbridge. The proposed development would lead to increased queuing and delay and the deterioration of highway safety resulting in a severe cumulative impact on the highway network. The proposal is considered in this regard to be contrary to both NPPF and Development Plan policies KS11.*
- *In the opinion of Hampshire County Council as Local Highway Authority, the proposal involves development that cannot be reconciled with the National Planning Policy Framework and Development Plan policies in that there is insufficient evidence submitted to demonstrate that the proposed cycling and public transport infrastructure serving the site is adequate to promote sustainable transport modes and provide safe and suitable access to the site to the development. This would also result in the users of the development being unable to make use of sustainable transport opportunities and would result in a greater number of trips by private car which will exacerbate the severe impact on the local highway network and environment contrary to the NPPF and Policy KS11 of Christchurch and East Dorset Local Plan.*

Yours faithfully

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