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<i>Date</i>	23 rd September 2019	<i>Email</i>	Chris.hirst@hants.gov.uk

For the attention of Mr D Eaves

Dear Sir

Land West of the Crematorium, Bartons Road - Outline Application with all other matters reserved, for up to 72 new homes plus associated green infrastructure including community orchard.

Thank you for re-consultation on the above planning application. The applicant initially submitted a technical note dated May 2019 (ref 17-055-007) to address the comments raised in the Highway Authority's response dated 12th March 2019. Following a review of this document, further discussions have taken place to discuss the outstanding Highway matters, resulting in subsequent technical notes being submitted dated July 2019 (ref 17-055-009) and 6th September 2019 (17-055-010).

The following response addresses the points raised across all 3 of the technical notes.

PIA Data

At the request of the Highway Authority, the applicant has obtained updated PIA data for the period 01/01/2014 – 31/12/2018 at the following junctions:

- Bartons Road/New Lane
- Eastleigh Road/Southleigh Road
- Bartons Road/Comley Hill/Horndean Road/Emsworth Common Road
- Bartons Road/Petersfield Road
- Bartons Road

The accident data has been reviewed and it is noted that there are no accident clusters present which have not been subject to safety

Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

improvements. The Highway Authority is therefore content that this development will not exacerbate any existing safety issues.

Site Access Arrangements

An updated site access arrangement has been shown in drawing number 17-055-011 Rev I. The latest revision includes shared use footway/cycle provision to the east from the site access towards the Bartons Road/Eastleigh Road junction. The shared use provision shown in this drawing is acceptable in principle and should be provided via a Section 278 agreement with the Highway Authority.

Revised tracking has been undertaken for a standard and luxury bus (drawing number 17-055-022 Rev C), a super large refuse vehicle (drawing number 17-055-034 Rev B), a hearse and large car (drawing number 17-055-041). These updated drawings have been reviewed and are now considered acceptable, however it should be noted that alterations to the access may be required following the construction of the Land South of Bartons Road access and right turn lane arrangement. Consideration may also need to be given to the inclusion of 'keep clear' road markings by the crematorium junction to prevent vehicles obstructing access. Should these alterations be required, they should be picked up and addressed at the detailed design stage of the Section 278 process. The land ownership document presented in Appendix B of technical note 17-055-007 confirms that the applicant owns the land associated with the site access proposal.

With regards to the emergency access, the existing dropped kerb is to be replaced by a full height kerb which is now acceptable. Following further conversations with the Highway Authority, visibility has been demonstrated to 120m in both directions from the emergency access which is considered acceptable. The accepted emergency access arrangement is shown in drawing number 17-055-011 Rev J.

To prevent conflicts in construction traffic and vehicles entering/egressing the crematorium, the emergency access to the site should be made accessible and used as the primary vehicular access for construction vehicles during the build out of the site. This should be reflected within a Construction Traffic Management Plan.

A 2.5m shared use footway/cycleway, including a 0.5m margin strip against the carriageway, is proposed to connect into the existing provision at the Linden Homes development to the west. This arrangement is considered acceptable and should be implemented along with a pedestrian/cycle connection to the southern side of Bartons Road via a S278 agreement. The agreed in principle access drawing is shown in drawing number 17-055-011 Rev J.

To tie into the proposed shared use provision from this development and the shared use path due to be implemented as part of the Land South of Bartons

Road and Eastleigh House applications, a shared use connection is required between the emergency access and site access internal to the development to link this provision together. This provision should be included within any subsequent reserved matters application.

Traffic Impact

Trip Distribution

Further information has been provided in Technical Note 17-055-007 regarding the distribution of vehicular traffic from the site. Similar to the vehicular trip rate, the distribution of traffic has also been adopted from the land south of Bartons Road site. This approach is considered acceptable. Based on this assessment, Petersfield Road South is proposed to accommodate the greatest level of vehicular traffic from the development (34%), followed by Eastleigh Road (33%) and Comley Hill (13%).

To provide a robust assessment of future traffic growth in the area, additional committed developments have been assessed, including the Land East of Horndean application (ref 55562/005) and the Colt International site (ref APP/18/00244). A comprehensive list of committed developments assessed within the junction modelling has been included below:

- Colt International – APP/18/00244
- Land East of Horndean – 55562/005
- Linden Homes Development – APP/14/00863
- Land South of Bartons Road – APP/15/01435
- Southleigh Park House - APP/17/00863

Junction Modelling Review

To assess the impact of development related vehicle trips on the local road network, junction modelling was undertaken by the applicant in the initial TA. Following HCC's first formal response to the application, the model files were revised and reissued for review. The following junctions have now been assessed with the agreed level of committed development:

- Site Access
- Bartons Road/Petersfield Road junction
- Bartons Road/Eastleigh Road junction
- Eastleigh Road/Southleigh Road junction
- Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill junction.

The junctions noted above have been assessed under the following scenarios:

- 2023 Baseline
- 2023 Baseline + Proposed Development (72 Dwellings)
- 2023 Baseline + Sensitivity (150 Dwellings)

Following a review of the updated model files, the Highway Authority has the following comments to make.

Site Access Junction

Under all scenarios, the site access junction with Bartons Road and the existing Crematorium access operates with spare capacity. The model and outputs are therefore considered acceptable.

Bartons Road/Petersfield Road Signal Junction

Following the request to remodel the associated junctions with committed development, an updated model file was provided with associated outputs in technical note 17-055-007. The model file was subsequently reviewed and it was noted that length of the left turn lane had been incorrectly modelled.

An updated model correctly reflecting the length of the left turn lane was produced, with the outputs presented in technical note 17-055-009. Under the 2023 baseline, a number of approaches were noted to be close to or over capacity. The worst performing approaches were noted as Bartons Road and Petersfield Road (S) Right approaches at 93% Degree of Saturation (DoS) in the AM and PM peaks respectively. With the addition of development traffic, the overall operation of the junction worsens, with all approaches over capacity in both the AM and PM peak hours except from the Petersfield Road (S) Ahead approach. Following discussions with the applicant, it was agreed that an appropriate mitigation scheme was required to offset the impact of development traffic and return the junction within operational capacity.

The proposed mitigation scheme is presented in drawing number 17-055-046. The improvement features an increase in the length of the left turn lane from 18m to 28m with associated footway realignment and any necessary utility diversions. Further studies are currently being undertaken to establish whether there are any utilities present which would require diversion as a result of the works. Once the studies have taken place, the contribution value required from this application will be established and secured within the Section 106 agreement.

Given the land will potentially be allocated for 150 dwellings, it has been agreed to split the contribution payment between the current 72 dwelling application and any subsequent application for the remaining allocation. Should the remaining land not be subject to a planning application by the time the first occupation of the current application has taken place, the developer has agreed to pay the full cost of the improvement as a contribution for HCC to implement the works. Wording securing this matter will be reflected within the S106 agreement.

Bartons Road/Eastleigh Road Junction

The Bartons Road/Eastleigh Road Junction has been modelled under the aforementioned scenarios. Under the most onerous assessment (150 dwelling sensitivity test) the arm operating with the highest RFC value is Eastleigh Road (S) at 0.76. This is still within operating capacity following development traffic and is therefore considered acceptable.

Eastleigh Road/Southleigh Road Junction

The model file for the Eastleigh Road/Southleigh Road Junction has been assessed. With the worst affected arm operating at an RFC value of 0.65 (Eastleigh Road Right Turn) at an increase of 0.02 from the 2023 baseline, this junction will continue to operate within design capacity following development traffic.

Bartons Road/Horndean Road/Emsworth Common Road/Comley Hill

Following a review of the original model file, it was noted that a number of inputs into the model were incorrect and required amendment to reflect the situation on the ground.

As a result, the junction was remodelled in Technical Note 17-055-009 to incorporate the agreed scope of committed development alongside background growth and development traffic. The correct geometric parameters were also input into the model to correctly reflect the situation on the ground. Under the 2023 baseline, the Bartons Road Right Turn operates at an RFC of 1.34 in the AM peak and the Emsworth Common Left and Right Turn operate with RFCs of 1.11. When considering the addition of development traffic from the current 72 dwelling application the Bartons Road Right Turn continues to operate at an RFC of 1.34 and the Emsworth Common Left and Right Turn movements in the PM peak slightly increase to an RFC of 1.12.

Based on the agreed distribution from the development, the current 72 dwelling application places 8 trips through this junction in the AM and PM peak hour. Given the existing capacity issues and low level of additional impact from this development, the Highway Authority will not be seeking an improvement to this junction in this instance.

Travel Plan

Comments regarding the suitability of the original Travel Plan were raised in the Highway Authority's initial response. To address these matters, a revised TP was produced which sufficiently addressed the previous matters raised by the Highway Authority.

The framework travel plan is therefore considered acceptable on the basis that outstanding information will be provided at the full travel plan stage.

Recommendation

Following the submission of a number of technical notes, the outstanding matters raised in the Highway Authority's original response have now been overcome and therefore no objection is offered, subject to the following obligations and condition:

Obligations

- Delivery of the site access works, as detailed in drawing number 17-055-011 Rev I, via a S278 agreement with the Highway Authority;
- Delivery of the shared use path between the site access and Eastleigh Road via a S278 agreement as detailed in drawing number 17-055-011 Rev I;
- Delivery of a shared use connection between the emergency access and Linden Homes development as detailed in drawing number 17-055-011 Rev I;
- Payment of a contribution sufficient to cover the full or proportional (split with the remaining allocation should it come forward) cost of the identified improvement scheme at the Bartons Road/Petersfield Road junction, as shown in drawing number 17-055-046;
- Payment (by developer) of HCC fees in respect of approval (£1,500) and monitoring (£15,000) of the Framework Travel Plan prior to commencement; and
- Provision of a bond, or other form of financial surety, in respect of measures within the Travel Plan.

Conditions

- A Construction Traffic Management Plan shall be submitted to, and approved in writing, by the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason:

In the interest of highway safety

I trust the above is clear, however should you wish to discuss please contact Chris Hirst on the number noted above.

Yours Sincerely,

Ben Clifton – Transport Team Leader