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Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 15 July 2022

My reference 036552
Your reference APP/21/00893
Email havantdc@hants.gov.uk

Dear Sir,

Land north of Long Copse Lane, Emsworth, PO10 7UN

Outline planning application for demolition of the existing buildings and the erection of a new residential scheme (C3 use of approximately 210 dwellings to include affordable housing) and associated landscaping, access and supporting infrastructure, all other matters reserved.

Thank you for the opportunity to comment on the additional information submitted in relation to the planning application for the above site. The Highway Authority have considered the information provided in the Addition Transport Information note ref SJ/SJH/LJ/ITB13525-012B in response to the comments made within the Highway Authority's response dated 18th November 2021.

Additional information was sought on the following matters:

- A WCHAR assessment including consideration of routes to school and wayfinding needs
- Updates to the internal footway/cycle provision including the adoption status
- Further consideration of access to BOAT 66A
- Updated plans in relation to the Redlands Link (footpath 67) including provision of a safety audit

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

- Updated assessment of suitable walking and cycling distances
- Provision of a contribution value for bus infrastructure and services
- Updated forecast year junction assessment
- Amendments to the model builds
- Provision of a framework CTMP
- Updates to assumed committed development
- Long Copse Lane east – assessment of forward visibility and passing opportunities
- Provision of a contribution value for Wraysbury Park Drive closure
- Updated travel plan

Information relating to these areas shall be covered in turn within this response.

Walking and Cycling Assessment

A number of walking and cycling routes have been considered within the WCHAR which provide access to key facilities including St James' Primary School, local shops, Warblington School and the rail station. Site visits were undertaken by the applicant in November and December 2021. The routes considered are agreed as acceptable.

Routes to St James' Primary School

A number of improvements have been identified through the WCHAR assessment. These are set out in table 2.1 of the Additional Highway Information document. This includes a number of low cost crossing improvements to existing crossings and the provision of two new crossings, one on Wraysbury Park Drive and one on New Brighton Road in the vicinity of the footway link to Woodlands Avenue. The principle of the additional crossing provision is welcomed subject to detailed design. An additional infrastructure gap between Southleigh Road and the shared use path implemented through the Land West of Havant Road site has also been identified. The full works package can be seen on drawing WCHAR2. The Highway Authority are supportive of these improvements and the delivery of the identified measures through the S278 process.

Route to Warblington Station and Warblington Secondary School

A review of the existing crossing provision at the junction of the Horndean Road/Southleigh Road has been undertaken. This has considered that the existing infrastructure at the junction is sufficient to provide safe crossing. Whilst the Highway Authority consider that the crossing could benefit in an upgrade to more current design standards (tactile arrangement and fully reflective bollards), the comments regarding the accident history and safety of the crossing are noted. The applicant has gone on to

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

assess the crossing provision for whether it justifies controlled provision against Hampshire County Council's policy requirements. Whilst the assumptions on traffic flow are noted and accepted, the assessment does not consider any weighting for the type of users as per Hampshire County Council's PVM2 requirements, nor does it consider any existing use. The Highway Authority have considered the likely crossing demand that would need to be generated in order to meet the requirements for a controlled crossing against the forecast traffic movements on Horndean Road. This has concluded that that there would need to be crossing movements between 85 and 170 each hour across the peak 4 hour window. The survey data for existing crossing movements showed peak numbers of between 11 and 22. The types of users were not identified which could influence the PVM2 requirement which adds a factor for school children. Even with an assumption that half the crossing movements were school aged children the site itself would need to triple the crossing movements. Given the size of the site and the existing area the crossing currently serves this is considered unlikely and therefore more formal controlled crossing provision is not considered necessary at this time as a result of this development.

Internal Footway/Cycleway Connection

It is noted that that masterplan has been updated to provide a route through the site for pedestrians and cyclists, with opportunities to provide future connections if or when land becomes available. This is welcomed and the internal route shown on drawing 170116/SL/SK1 Rev M in the additional transport information document should be secured through condition. The route should meet the follow requirements:

- Be a minimum of 3m in width
- Have an all weather surface
- Be lit appropriately mindful of the ecological requirements
- Be made permanently available to the public and maintained in perpetuity.

The applicant has committed to providing the route to the site boundary to allow future connections and this again should be secured within the wording for the condition to ensure deliverability of the entire route in accordance with the emerging wider site.

At the reserved matters stage and as part of the S278 detailed design process consideration should be given to whether there is benefit in slowing pedestrians and cyclists on the approach to the eastern access point. This could be through the provision of a gate or staggered barriers and may be necessary to mitigate the visibility splay departure shown on drawing ITB13525-GA-107.

Connections to BOAT66

Notwithstanding the requirements of equestrian access to the BOAT which is covered further within the response the applicant has considered access requirements for pedestrians and cyclists to BOAT66 further. The provision of the footway connection

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

around the bend to Hollybank Lane has now been shown on drawing ITB13525-GA-101 Rev B along with a new proposed dropped crossing of which the principle is agreed to provide safe access for pedestrians into BOAT66.

It is noted that there remains a short section of footway/cycleway to the north of Long Copse Lane which is to be delivered by others. In the meantime, depending on the timing of that development, there would be a section of Long Copse Lane which would require pedestrians to walk in the carriageway. The applicant has set out the forecast traffic flows alongside the existing flow data at circa 1350 vehicles per a day with peak hour two-way flows of 161 in the AM peak and 164 in the PM peak. The Highway Authority are minded to agree with the applicants conclusions on this matter as an acceptable interim arrangement. This approach is supported through recent appeal decisions at both Lower Road, Bedhampton and Greenaway Lane, Warsash where flows are comparable to those on Long Copse Lane. The applicant has sought the views of the Safety Auditor on this matter who has raised no concerns given the available opportunity to stand off the carriageway should it be necessary to do so.

A commitment has been made to make funding available to deliver the continued footway provision between Hollybank Lane and Wraysbury Park Drive in the absence of the additional development parcel coming forward to deliver the remaining footway/cycleway internal to the site on the northern side of Long Copse Lane in the interest of more positively enabling sustainable travel by negating the need to walk in the carriageway. Subject to a funding amount being agreed with the applicant the Highway Authority raise no further objection in relation to this matter.

The additional provision into Hollybank Lane as part of this application is welcomed and addresses the concerns raised within the Highway Authority's previous response.

Notwithstanding the above position the final scheme to Long Copse Lane to be delivered by the applicant will be subject to further Road Safety Audit and should concerns be raised through this process at the detailed design stage on the footway provision, the Highway Authority are satisfied that funding will be in place to facilitate its delivery of appropriate measures for pedestrians, whether that be through the S278 or as a separate scheme delivered by the Highway Authority.

Redlands Lane PRow

Drawing ITB13525-GA-103 Rev C has been updated to make reference to the need to upgrade the existing service of Redlands Lane to hogging. This is agreed as appropriate. The drawing has also been amended to show the retention of the 3 trees of Redlands Lane which is agreed.

A Stage 1 Road Safety Audit has also been carried out for the works to Redlands Lane and identifies the following matters:

- The requirement for the relocation of lamp columns

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

- Raised utility covers creating a trip hazard
- Cyclists bypassing the proposed staggered barriers
- Provision of pedestrian in the road signage at the northern section
- Lack of level connectivity between the footway on Long Copse Lane and the Redlands route.
- Provision of cycle give way markings at the point the shared use facility re-joins the carriageway.
- Improvements required to the surface of the northern section of Redlands Lane track.
- Existing surface issues on Redlands Lane footway
- Low levels of street lighting

Whilst a number of matters have been identified the Highway Authority are satisfied that these can be addressed at the detailed design stage. Drawing ITB13525-GA-103 Rev C should be updated to ensure it accords with the designer's response as it is noted that there are annotations that contradict each other in relation to the surfacing.

The use and requirement for staggered barriers should also be considered carefully at the detailed design stage following most recent LTN1/20 guidance.

The Highway Authority are however satisfied with the principle of the scheme subject to an amended drawing for the purpose of the S106 and for the works to come forward as part of a S278 agreement prior to occupation of the development.

Local Walking and Cycling Implementation Plan (LCWIP)

Whilst the content of the site specific WCHAR are noted there are a number of larger scale improvements identified within the emerging LCWIP for the Havant area which is pending adoption post completion of the consultation exercise. This identified the need for improvements to the existing cycle provision on the Southleigh Road corridor along with other relevant routes to access key areas within Havant. Warblington footbridge improvements made up part of these identified requirements. Whilst specific deliverable low-cost measures have been identified by the WCHAR a proportionate contribution should be made to these more strategic walking and cycling improvements, including the provision for Warblington footbridge and measures from the site to Emsworth and Havant via Southleigh Road and New Brighton Road.

Equestrian Users

A WCHAR has been undertaken to consider the impact of the proposed development on equine users in the immediate vicinity of the site and is included within appendix B of the submitted additional highway information. The assessment concludes that whilst

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

the proposed improvements will result in greater use of Long Copse Lane for vehicular traffic the proposed improvements to Long Copse Lane to widen the existing carriageway to 5.5m will provide sufficient width for a car to safely pass a horse as recommended within the Highway code.

The Highway Authority are aware of concerns in relation to access to BOAT 66 for equestrian users. Whilst it is noted that the additional trip generation is a concern for those using Long Copse Lane this is forecast to remain low at a maximum average of one vehicle per a minute. The works proposed to Long Copse Lane will provide greater opportunity for safe overtaking manoeuvres in accordance with the Highway Code.

This matter however must also be considered by the Public Rights of Way team and consultation regarding access to BOAT66 should be sought directly from Countryside Services.

Distance to Facilities

The distances to key facilities have been updated as required within our response dated 18th November 2021. It is noted that for cycling the site is well situated to access local facilities.

For walking most facilities are above the acceptable distance but within the preferred maximum walking distances as set out within the design guidance. The development should therefore be supported by a comprehensive package of sustainable travel measures to reduce reliance on the private car and encourage sustainable travel to the site, which is aided through favourable topography of the area.

For clarity the Highway Authority has undertaken their own assessment of the walking and cycling distances from the site and note that there is some variance in how they are measured when compared with the work undertaken by the applicant. The Highway Authority are satisfied however that this does not alter the conclusions drawn.

Access to Public Transport

The Highway Authority has requested funding to assist with improvements to the bus service supporting infrastructure. Agreement has been reached on the provision of £15,000 towards the provision of real time information at three bus stops on the route which are directly relevant to the site. These are:

- Westbound bus stop on Southleigh Road
- Eastbound bus stop on Southleigh Road
- The northbound stop in Emsworth town centre

Cycle parking was also requested to be reviewed at Emsworth Station and it is agreed that this is considered sufficient.

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

Warblington Footbridge contribution requirements have been set out within the Additional Transport Information. The comments in relation to the use of CIL funding from the site are noted. The Highway Authority also note the acceptance of an appropriate contribution being made available from the applicant and agree that discussions on the overall contribution amount should include an allowance for use at Warblington footbridge to aid with access to Warblington School and the railway station, as set out within our previous response.

Framework Construction Traffic Management Plan

Within the 'Additional Transport Information' document a framework CTMP has been set out by the applicant.

The document recognises the requirement for the Long Copse Lane improvement works to be undertaken prior to commencement of any site related development and this is welcomed.

The following commitments have been made within the framework CTMP;

- Construction traffic movements will be limited to outside the peak periods.
- That the number of construction traffic movements will need to be controlled
- Controls on vehicle routing
- Additional construction traffic signing
- Acknowledgement of wider consideration requirements for abnormal loads.

The framework traffic management plan should also list all matters to be covered in the CTMP including wheel washing facilities and condition surveys of Hollybank Lane.

Regarding the future compound provision, this is noted however a commitment should be made that excluding any compound requirements for the construction of the S278 works to Long Copse Lane all construction access will be through those approved access points and no further access connections will be requested.

The document is also light on the management of HGV access to the site. It is likely that a mechanism for controlling HGVs meeting on the route from Southleigh Road to the site access will need to be provided. Whilst the Highway Authority are content to agree such matters as part of a discharge of condition, the framework CTMP should be clear on acknowledging this future requirement.

Subject to the framework CTMP being updated prior to committee as per the comments made within this response the Highway Authority are satisfied that construction management measures can be secured through condition in accordance with the agreed framework CTMP.

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

Long Copse Lane East Assessment

Drawing ITB13525-GA-007 has been provided to show the achievable forward visibility along Long Copse Lane for the area under Hampshire County Council's jurisdiction.

The drawing demonstrates that for the length of Long Copse Lane appropriate forward visibility can be achieved of any oncoming vehicles and there are opportunities along the route for two vehicles to pass each other. The Highway Authority therefore agree the conclusions made by the applicant in their assessment.

Committed Development

As requested, the existing committed development has been assessed and consider the use of TEMPRO as a robust mechanism given the further analysis provided.

Junction Modelling

As requested within our response of the 18th November 2021 the model builds have been updated and are now considered acceptable.

The revised results of the modelling work have been reviewed by the Highway Authority and the following conclusions have been drawn.

Redlands Roundabout

The Redlands Lane model has been updated and is now agreed.

The modelling demonstrates that the junction will operate within capacity in the forecast year with a maximum RFC of 0.51 on Westbourne Road in the PM peak for the 2026 plus committed development plus development scenario.

Southleigh Road/Hollybanks Lane T Junction

The Junction 9 model has been amended. Whilst there are discrepancies still remaining with the model it is not considered that correcting these would alter the outputs generated to the point where the junction would not operate within capacity or cause detriment of the operation of the junction.

This demonstrates that for the 2026 plus committed development plus development scenario the junction will operate within capacity with a maximum RFC of 0.45.

Wraysbury Park Drive/Long Copse Lane T Junction

The model has been updated and is now agreed.

This demonstrates that for the 2026 plus committed development plus development scenario the junction will operate within capacity with a maximum RFC of 0.05 in the PM peak on Wraysbury Park Drive.

Eastern Site Access T Junction

The model has been updated further. Whilst there are discrepancies still remaining with the model it is not considered that correcting these would alter the outputs

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

generated to the point where the junction would not operate within capacity or cause detriment of the operation of Long Copse Lane.

This demonstrates that for the 2026 plus committed development plus development scenario the junction will operate within capacity with a maximum RFC of 0.04 in the AM peak on the site access.

Western Site Access T Junction

Whilst the western access has been modelled this is not part of this application and therefore not been considered in detail at this time. Suitability of this access shall be considered at the time of any application for this parcel of land.

Southleigh Road/Horndean Road Staggered Crossroad Junction

Further work has been undertaken by the applicant using a number of modelling software packages to replicate the junction's operation. It is agreed that the junction will see some increases in delay as a result of this development, background traffic growth and other local development. The applicant has therefore sought to identify a scale of scheme which could if necessary be brought forward by the Highway Authority to address the cumulative harm. This is shown in drawing ITB13525-GA-111 and includes the signalisation of the existing layout. This has been reviewed by the Highway Authority and whilst the scheme would require further amendment before it would be suitable to take forward it does demonstrate that the forecast traffic generation to 2026 with the assumption that the Southleigh site would not have progressed at this time could be accommodated through the provision of a signal scheme, although additional capacity would need to be added to address internal queuing within the model. It is therefore agreed that a proportional contribution towards works at the junction should be included within the overall contribution figure to allow for appropriate mitigation of impacts at the junction either through such works as identified or measures to increase model shift and therefore reduce the vehicular demand at the junction.

Emsworth Common Road/Bartons Road/Horndean Road Staggered Crossroad Junction

This junction has been subject to a number of incremental increases in traffic demands and has now reached a capacity point where delay is impacting on the junction operation. Notwithstanding this as with the Southleigh Road junction the requirement for changes here would be wholesale junction amendments as opposed to more minor alterations to improve capacity. The junction is also likely to be considered more widely as part of the Southleigh site should this come forward in Havants new Local Plan. Therefore making any significant changes at the junction redundant in the future.

Notwithstanding the above as for the Southleigh Road junction with Horndean Road the applicant has considered a scale of improvement which would manage forecast demand at the junction to 2026. This again is a signalisation of the existing arrangement and is shown on drawing ITB13525-GA-110. This has been reviewed by the Highway Authority and whilst the scheme would require further amendment before it would be suitable to take forward it does demonstrate that the forecast traffic

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

generation to 2026 with the assumption that the Southleigh site would not have progressed at this time could be accommodated through such measures. It is therefore agreed that a proportional contribution towards works at the junction should be included within the overall contribution figure to allow for appropriate mitigation of impacts at the junction either through such works as identified or measures to increase model shift and therefore reduce the vehicular demand at the junction.

Wraysbury Park

In response to the applicants' representations within the supporting documents it is understood by the Highway Authority that there may be local requests to close Wraysbury Park Drive in the future to prevent the route being treated as a rat run. It is considered by the applicant that the current nature of the route and presence of parked vehicle will prevent it being used as a rat run, and the site has been assessed on this basis. However, in order to address local concerns, the Highway Authority seeks agreement that funding be provided to potentially close Wraysbury Park in the future should the need arise in the interest of highway safety. Any future decision would be subject to public consultation.

A S106 contribution will be required which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park once the site is occupied. An appropriate contribution amount will need to be agreed with the applicant. The works are shown in principle in Appendix H of the Additional Transport Information but would be subject to design by Hampshire County Councils Traffic Management team should the works be required.

Travel Plan

A revised travel plan has been submitted in support of the application which meets the requirements of the Highway Authority. The travel plan should be secured through the S106 agreement along with the approval, monitoring and surety fees.

Recommendations

The Highway Authority raise no objection to the application subject to the following planning obligations and conditions being secured.

Obligations

- Provision of a contribution towards the following improvements
 - Additional Wayfinding infrastructure to support the proposed walking and cycling routes
 - The future footway provision on Long Copse Lane between Wraysbury Park Drive and the secured provision linking to Hollybank Lane provision.
 - Realtime information provision at the following bus stops
 - Westbound bus stop on Southleigh Road

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

- Eastbound bus stop on Southleigh Road
- The northbound stop in Emsworth town centre
- Towards the provision of measures identified within the emerging Havant Local Cycling and Walking Implementation Plan including the provision of Warblington Footbridge
- For provision of footway/cycleway at the Horndean Road/Southleigh Road junction connecting the existing refuge to the off road facilities on Southleigh Road.
- Capacity improvements to the Southleigh Road/Horndean Road and Bartons Road/Horndean Road junctions.
- For measures to control rat running along Wraysbury Park Drive
- Prior to commencement to implement the Long Copse Lane works as shown in principle on drawing ITB13525-GA-101 Rev B, ITB13525-GA-102 Rev C and ITB13525-GA-107 to completion certificate standard.
- Prior to occupation to have implemented the Redlands Lane S278 footway works as shown in drawing ITB13525-GA-103 Rev
- Prior to occupation to have implemented the infrastructure provision as detailed on drawing WCHAR 2.
- Prior to commencement to submit the full travel plan for approval and payment of the required approval, monitoring and surety monies. The travel plan should be implemented in accordance with the details of the plan.

Conditions

- No development shall start on site until a construction method statement has been submitted (in accordance with the Framework Construction Traffic Management Plan) to and approved in writing by the Planning Authority, which shall include:
 - (a) A programme of and phasing of demolition (if any) and construction work;
 - (b) The provision of long term facilities for contractor parking;
 - (c) The arrangements for deliveries associated with all construction works;
 - (d) Methods and phasing of construction works;
 - (e) Access and egress for plant and machinery;
 - (f) Protection of pedestrian routes during construction;
 - (g) Location of temporary site buildings, compounds, construction material, and plant storage areas;
 - (h) a pre-condition survey of Hollybank Lane

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

Demolition and construction work shall only take place in accordance with the approved method statement.

Reason - In order that the Planning Authority can properly consider the effect of the works on the amenity of the locality.

- Provision of a 3m shared use connection within the site between the eastern and western boundary as shown on image 4.1 of the Additional Highway Information document and drawing 170116/SL/SK1 Rev M and in a manner which does not preclude future connections to these routes from the wider site allocation to create the continuous route. For this route to be made available to the public in perpetuity.

Reason – In the interest of highway safety and enabling sustainable travel

- Permeability plan for the internal layout to ensure good access across the site for walking and cycling.

Reason – In the interest of highway safety and enabling sustainable travel

- Details of the internal layout through a reserved matters application to be submitted for review by the Highway Authority in relation to the following matters:
 - Internal layout including visibility splays across the site and tracking of the internal layout and Safety Audit
 - Drainage Strategy
 - Street lighting proposals
 - Levels across the site for any new street, access or footway
 - Landscaping surrounding any new street, access or footway
 - Surfacing materials of any new street or footway

Reason – In the interest of highway safety

I trust that the above is clear, but please do not hesitate to contact Holly Drury if you require anything further.

Yours faithfully,

Ben Clifton
Transport Team Leader – Highways Development Planning

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