



Long Copse Lane, Emsworth

Transport Assessment

Client: Land and Partners

i-Transport Ref: SJ/SJH/ITB13525-004C-R

Date: 05 August 2021

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SECTION 1 INTRODUCTION

1.1 Introduction

- 1.1.1 i-Transport LLP has been appointed to provide highways and transport advice in relation to an outline planning application for a residential development on land at Long Copse Lane, Emsworth.
- 1.1.2 The outline planning application is for a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure on a 14.6ha site. This site forms part of wider masterplan area of 16.9ha which proposes approximately 260 dwellings to correspond with a proposed housing allocation in the emerging Havant Borough Local Plan. Following extensive pre-application engagement and a Development Consultation Forum, it was agreed with Council officers to prepare a masterplan for the proposed allocation area to demonstrate how the application site related to and allowed for the overall allocation. This Transport Assessment considers the planning application itself, but where appropriate, considers the transport aspects of the wider allocation masterplan.
- 1.1.3 Following extensive technical work taking full account of matters such as landscape, heritage, ecology, Lancaster and housing mix, about 210 dwellings are expected to come forward within the planning application site area and this is illustrated as such on the masterplan. The two additional sites within the masterplan area are in different ownerships and will need to be the subject of separate planning applications if they are to come forward for development.

1.2 Scope

- 1.2.1 Having regard to the requirements of the National Planning Policy Framework (NPPF), this Transport Assessment (TA) has been prepared to consider the transport impacts that may arise from the proposed development, and to consider the proposal against relevant transport and planning policy. The TA has been produced in accordance with guidance contained in the National Planning Practice Guidance (March 2014) and where necessary, other local and national transport planning guidance.
- 1.2.2 Specifically, the TA has been prepared to consider the key tests outlined in paragraph 110 of the National Planning Policy Framework:

- *“appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

1.2.3 A separate Framework Travel Plan has also been prepared (report ref: **ITB13525-005 R**). The primary purpose of the travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives, e.g. walking, cycling and public transport to reduce the demand for travel by less sustainable modes.

1.3 Pre- Application Discussions

1.3.1 In line with good practice, the transport and highways implications of the proposed development have been subject to extensive pre-application discussions with the local highway authority, Hampshire County Council (HCC). In terms of transport planning, a TA scoping report was issued to HCC on 1 March 2018 (i-Transport report reference ITB13525-002). A copy of the note is included in **Appendix A**. The comments received from HCC have been taken on board in producing this TA.

1.3.2 Considerable wider engagement has been completed with HCC in respect of the site access strategy and the need for and design of a comprehensive scheme of improvements to Long Copse Lane and off-site pedestrian and cycle improvement measures. In addition, detailed discussions have taken place with HCC in their role as Lead Local Flood Authority (LLFA) leading to the agreement of a major surface water drainage scheme for Long Copse Lane which will provide significant public benefit by solving an existing surface water and localised flooding issue affecting properties on Long Copse Lane and beyond.

1.3.3 Further detailed pre-application discussion has taken place with Havant Borough Council (HBC), who are the local planning authority. This included a Developer Consultation Forum (DCF) on 7 April 2018 where detailed feedback and comments were received from HBC members and local

residents. These comments have been taken on board in producing the TA and are detailed throughout and particularly in Section 7.

- 1.3.4 Finally, pre-application discussion has taken place with West Sussex County Council (WSCC), who are the neighbouring local highway authority and with Highways England (HE) who are responsible for the Strategic Road Network (SRN) which in this case is the A27(T). Comments from both WSCC and HE have been taken on board in producing the TA and are detailed in Section 7.

1.4 **Structure**

- 1.4.1 The remainder of this report is structured as follows:

- Section 2 – Proposed Development;
- Section 3 – Policy Context;
- Section 4 – Existing Conditions;
- Section 5 – Site Access, Parking and Servicing Arrangements;
- Section 6 – Promoting Sustainable Transport;
- Section 7 – Traffic Impact; and
- Section 8 – Summary

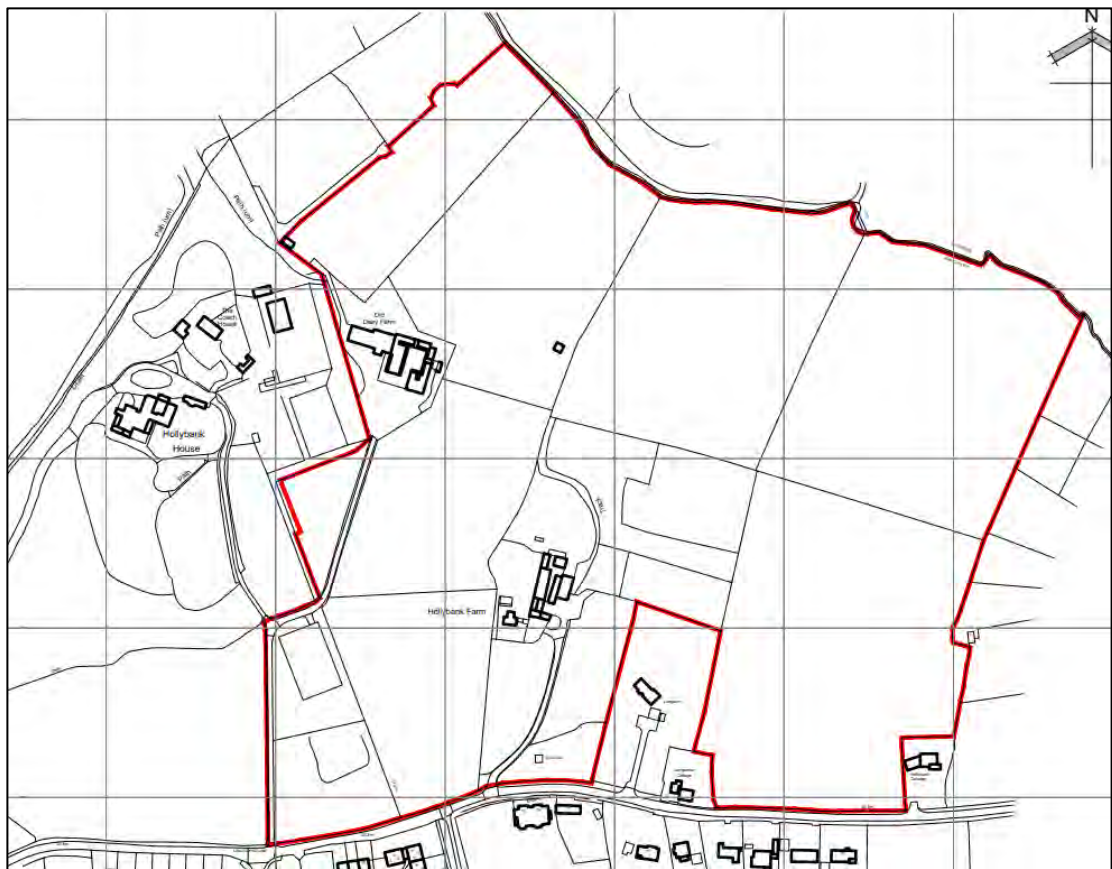
SECTION 2 PROPOSED DEVELOPMENT

2.1 Overview

2.1.1 Havant Borough Council are proposing to allocate 16.9ha of land north of Long Copse Lane for residential development of c.260 dwellings. The submission version of the emerging Local Plan states that the development of the allocation requires a comprehensive masterplan which the main landowners of the allocation have jointly prepared, and this will govern the individual planning applications within the masterplan area.

2.1.2 This application consists of the demolition of the existing buildings and a new residential scheme (C3 use to include affordable housing) and associated landscaping, access and supporting infrastructure covers a site area of 14.6ha, more than 85% of the H8 allocation / masterplan area. The application site area is shown on **Figure 1** and its relationship to the wider illustrative masterplan is shown on **Image 2.1** and **2.2** below.

Image 2.1: Application Red Line Plan



Source: Land and Partners

- 2.1.3 About 210 dwellings are expected to come forward with this planning application site area, with around 50 dwellings to be the subject of separate planning applications in due course. **Table 2.1** below shows the Illustrative Accommodation Schedule for both the application site (at 210 dwellings) and the wider masterplan for the whole allocation (at 260 dwellings), based on a policy-compliant indicative housing mix.

Table 2.1: Illustrative Accommodation Schedule

Dwelling Type	Development Mix		Allocation Mix	
	Total	Affordable	Total	Affordable
1 Bed	37	24	46	30
2 Bed	78	26	97	33
3 Bed	77	11	95	13
4+ Bed	18	2	22	2
Total	210	63	260	78

Source: Carlton Design Partnership

- 2.1.4 This application is in outline with all matters reserved other than access. The illustrative masterplan demonstrates that allocation can accommodate about 260 dwellings taking account of all relevant planning opportunities and constraints but the precise number and type of dwellings will be informed by up-to-date assessments of market demand/housing need and determined by reserved matters applications.
- 2.1.5 For the purposes of this Transport Assessment, the access strategy assumes that about 50 dwellings could come forward within the H8 allocation/masterplan area beyond this application site, so the traffic impact assessment is for 260 dwellings. The Position Statement on Highways and Transport Matters between HCC Highways / Land and Partners for the Local Plan examination state that the agreed site access strategy can be delivered comprehensively or in two parts depending on whether the eastern and western parts of the allocation come forward together or in a phased manner. A wooded copse to be retained for wildlife including bats lies on the boundary between the application site and the western part of the allocation which precludes any vehicular connection between the two; so they will be able to operate as stand-alone schemes and when both come forward will be connected by a footway running parallel to Long Copse Lane.

Image 2.2 – Illustrative Masterplan and Red Line of Planning Application Site



Source: Carlton Design Partnership

- 2.1.6 The site access strategy has been developed in conjunction with HCC and in accordance with the emerging Local Plan Policy in that appropriate means of access has been established from Long Copse Lane, which **'incorporates road widening along Hollybank Lane and Long Copse Lane and that does not compromise the vehicular access to housing allocation H14'**. This is covered in detail in Section 5.

SECTION 3 POLICY CONTEXT

3.1 Introduction

- 3.1.1 To provide context for the TA, this section of the report provides an overview of relevant national and local transport planning policy.

3.2 National Policy

National Planning Policy Framework – July 2021 (NPPF)

- 3.2.1 This Transport Assessment (TA) assesses the acceptability of the proposed development in transport terms. In particular, the TA assesses the proposal against the four key tests identified in paragraph 110 of the National Planning Policy Framework (NPPF), which states:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- ***appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***
- ***safe and suitable access to the site can be achieved for all users;***
- ***the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***
- ***any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

- 3.2.2 Furthermore, paragraph 111 of the NPPF goes on to state:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”

- 3.2.3 Therefore, development should provide opportunities for sustainable travel, achieve safe access, and should only be prevented where the residual cumulative impact is ‘severe’.

National Planning Practice Guidance (NPPG, March 2014)

- 3.2.4 The web-based NPPG replaced DfT’s ‘Guidance on Transport Assessment’ on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines to provide a clear

link between guidance and the aims and objectives of the NPPF. The NPPG discusses the role of travel plans and transport assessments / statements and how they relate to each other.

- 3.2.5 This TA complies with the PPG in terms of the requirements for Transport Assessments, in particular the following key principles:

“Travel Plans, Transport Assessments and Statements should be:

- ***Proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;***
- ***Established at the earliest practicable stage of a development proposal;***
- ***Be tailored to particular local circumstances (other locally-determined factors and information beyond those which are set out in this guidance may need to be considered in these studies provided there is robust evidence for doing so locally);***
- ***Be brought forward through collaborative ongoing working between the Local Planning Authority/Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies. Engaging communities and local businesses in Travel Plans, Transport Assessments and Statements can be beneficial in positively supporting higher levels of walking and cycling (which in turn can encourage greater social inclusion, community cohesion and healthier communities).”***

- 3.2.6 The TA and FTP are based on significant local evidence and understanding and have been developed over an extended period of time with regular engagement with the County Council (the Local Highway Authority) through its production. Initial assessment work was prepared at the Local Plan development stage and has been developed and evolved throughout the preparation of the planning application.

3.3 Local Policy

Hampshire’s Local Transport Plan (LTP) (2011 – 2031) – April 2013

- 3.3.1 HCC’s transport strategy for the next 20 years is set out in its LTP. The document also outlines how the LTP will contribute to the Council’s corporate priorities and includes a three-year implementation plan.
- 3.3.2 Three main priorities are set out in the LTP for the next 20 years. These are:

“Support economic growth by ensuring the safety, soundness, and efficiency of the transport network in Hampshire;

Provide a safe, well-maintained, and more resilient road network in Hampshire, as the basic transport infrastructure of the County, on which all forms of transport directly or indirectly depend, and the key to continued casualty reduction; and

Manage traffic to maximise the efficiency of the existing network capacity, improving journey time reliability and reducing emissions, and thereby supporting the efficient and sustainable movement of people and goods."

- 3.3.3 The LTP identifies Havant as being within the South Hampshire Joint Strategy area and identifies its vision for the area to create:

"A resilient, cost effective, fully-integrated sub-regional transport network, enabling economic growth whilst protecting and enhancing health, quality of life and environment"

- 3.3.4 The LTP identifies a large number of transport policies to deliver this objective. Policies relevant to Havant Borough include:

- ***"To develop transport improvements that support sustainable economic growth and development within South Hampshire";***
- ***"To optimise the capacity of the highway network and improve journey time reliability for all modes";***
- ***"To achieve and sustain a high-quality, resilient and well-maintained highway network for all";***
- ***"To deliver improvements in air quality";***
- ***"To improve road safety across the sub-region";***
- ***"To promote active travel modes and develop supporting infrastructure";***
- ***"To encourage private investment in bus, taxi and community transport solutions, and where practical, better infrastructure and services";***
- ***"To work with Local Planning Authorities to integrate planning and transport"; and***
- ***"To safeguard and enable the future delivery of transport improvements within the TfSH area".***

Havant Borough Transport Statement – December 2013

- 3.3.5 In addition to the LTP, HBC and HCC have produced a Transport Statement for the Borough. There are four objectives outlined in the document:

"Promote economic growth by providing a well maintained, safe and efficient highway network;

Improve access to jobs, facilities and services by all types of transport;

Facilitate and enable new development to come forward; and

Reduce carbon emissions and minimise the impacts of transport on the environment”.

Havant Borough Mainland Transport Assessment for Local Plan – February 2019

3.3.6 HBC have more recently updated their TA to support the emerging Local Plan using the Solent Sub Regional Transport Model (SRTM). The evidence base for this was published in late 2018 and identifies local junctions as potentially requiring additional mitigation in the future year scenario. The key location of relevance to this site considered in the SRTM report is the A27 / Emsworth Road junction which experiences increases in traffic flows of over 50pcu/hr comparing the do something with the do minimum scenarios in 2036.

3.3.7 The SRTM report is supported by a Transport Assessment by HCC’s Hampshire Services¹. The HCC Transport Assessment includes the design of an improvement scheme at the A27/Emsworth Road junction to:

- Widen the A27 eastbound off slip to three lanes;
- Modify the northern dumbbell to a signalised junction; and
- Widen the A259 exit lane at the southern dumbbell.

Havant Borough Council’s Adopted Local Plan (2011)

3.3.8 The adopted Local Plan is made up of the Core Strategy 2011 – 2026, which is the principal document outlining how planning will be managed in the borough until 2026.

3.3.9 Policy CS20 of the Core Strategy ‘Transport and Access Strategy’ states,

Development will be permitted that:

1. Is consistent with and contributes to the implementation of the ‘Reduce, Manage and Invest’ strategy.

2. Does not increase congestion and promotes better use of existing transport networks.

3. Improves accessibility to goods, services and employment and promotes equality in the transport system.

¹ Hampshire Services is the trading name for professional consultancy services offered by Hampshire County Council. Hampshire Services does not act as the Highways Authority, who have been involved separately as a stakeholder throughout the development of the Local Plan Transport Assessment

4. Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.

5. Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.

6. Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate. assesses the non-transport infrastructure requirements to support the proposed new development [.....]

7. [.....]

Havant Borough Local Plan (Allocations) document 2014 – 2026

3.3.10 The Local Plan Allocation document follows on from the Core Strategy and identifies sites for specific uses including, housing, employment, retail, recreation and green infrastructure up to 2026. This Allocations document is now being updated in the light of a known rising housing demand in the Borough.

HBC Local Plan Housing Statement (LPHS) 2016

3.3.11 The LPHS is the first step in addressing the rising housing need through a review of the Local Plan. Though the Housing Statement does not have the same status as a Local Plan in decision-making, it was subject to public consultation between 25th July and 9th September 2016, has been subject to Sustainability Appraisal, Habitats Regulations Assessment and an Integrated Impact Assessment. Importantly, it provides the foundation for the new Local Plan as Regulation 18 work and creates a positive framework for decision makers until the new Local Plan is adopted.

3.3.12 The LPHS identifies the site 'Land North of Long Copse Lane' as a single urban extension referenced as site UE76 and having an indicative site yield of 260 dwellings. Paragraph 3.14 refers to this site (and nine others) as sites outside of the urban area suitable for 'early release'. It states:

"As such they are free of constraints that cannot be mitigated, are available for development, and sustainable development could be achieved on the site".

Submission Havant Borough Local Plan 2036

3.3.13 The site is identified within the emerging Havant Borough Local Plan as site H8 with the following detail provided.

"Residential development of about 260 dwellings will be permitted where:

- *The development of the site is masterplanned and delivered in a comprehensive manner;*
- *Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:*
 - *Environmental Statement if required;*
 - *Heritage Statement;*
 - *Flood Risk Assessment;*
 - *Drainage Strategy;*
 - *Ecological Assessment;*
 - *Arboricultural Assessment;*
 - *Transport Assessment and Travel Plan;*
 - *Air Quality Assessment;*
 - *Noise Impact Assessment;*
 - *Contaminated Land Investigation Report (to include gas monitoring);*
 - *Lighting Assessment;*
 - *Utilities Assessment.*
- *An appropriate means of access is established, which incorporates road widening along Hollybank Lane and Long Copse Lane, to the satisfaction of the Highway Authority;*
- *The proposal does not undermine the future development potential of surrounding sites;*
- *Appropriate mitigation measures, including a sufficient woodland buffer, are put in place for Bechstein's bats in line with Policy E15;*
- *The development enhances the relevant Local Ecological Network opportunity areas and safeguards the connections between the protected landscapes of the South Downs National Park and the Chichester Harbour AONB;*
- *Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;*
- *Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;*
- *The proposal considers and positively responds to the special qualities of the South Downs National Park, including consideration of the Dark Night Sky Reserve;*

- *The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20; and*
- *The design and layout:*
 - *Responds to the semi-urban/rural character of the surrounding residential development to the south;*
 - *Preserves and, where possible, enhances the character and setting of Hollybank House;*
 - *Retains and integrates the protected and existing trees and hedgerows found on and surrounding the site and leaves a substantial landscape buffer between the development and the ancient woodland of Southleigh Forest to the west and north;*
- *Provides on-site public open space and community food growing provision in line with Policy E9;*
- *Provides play space for children and young people to address the deficit highlighted in Policy E11;*
- *Provides landscaping between the built development and the undeveloped land to the east to soften the visual impact;*
- *Provides easy and convenient multi-user links across the site and connecting to existing and planned routes, including those linking north to the Southleigh Forest and the South Downs National Park (Havant BOAT 66a and Havant Bridleway 66b), and those connecting with Emsworth to the south (Havant Footpath 67)."*

3.3.14 The emerging local plan also identifies the Borough's aspirations for Affordable Housing on new sites under Policy H2.

"Planning permission for residential development resulting in a net gain of 10 or more dwellings will be granted where:

- *30% affordable housing is provided on sites outside of Havant, Waterlooville and Leigh Park town centres; and 20% affordable housing is provided on sites within Havant, Waterlooville and Leigh Park town centres (as defined through Policies KP1, KP2 and KP4);*
- *10% of the total number of new homes (gross) are for shared ownership (as part of the affordable housing). The balance of the affordable requirement should be rented;*
- *The affordable housing provision is provided on site. In exceptional circumstances, the Council may consider either:*
 - *A financial contribution of a broadly equivalent value; or*

- *Off-site provision on another suitably serviced site provided by the developer.*
- *Development will be expected to contribute towards the creation of mixed and balanced communities with a range, type and size of affordable housing which reflects the latest evidence of locally identified needs. Affordable housing should be evenly spread across the site and integrated with, and indistinguishable from the rest of the development in line with Policy E1.”*

3.3.15 The emerging Havant Borough Local Plan was submitted to the Secretary of State for Housing Communities and Local Government for examination on 12 February 2021 and the Examination took place during the summer of 2021 including a consideration of the application site in July 2021.

Havant Borough Council's Parking Supplementary Planning Document (July 2016)

3.3.16 Car and Cycle parking standards for new residential development are provided within HBC's Parking Standards SPD (adopted July 2016). **Table 3.1** details the parking standards for a 'non-Town Centre' location.

Table 3.1: HBC Residential Parking Standards

Type	Non-Town Centre	
No. of Allocated Spaces per Dwelling	Allocated	Shared / Communal (unallocated)
1 Bedroom	1.0	0.9
2 or 3 Bedrooms	2.0	1.3 / 1.9
4 or More Bedrooms	3.0	2.4

Source: HBC's Residential Parking Standards Supplementary Planning Document

3.3.17 In addition, an additional 20% of unallocated parking for visitors should be accommodated.

3.3.18 Cycle parking standards are also set out within HBC's Parking Standards SPD, **Table 3.2** summarises the standards. Long stay cycle parking for dwelling houses requires secure covered parking for residents' cycles with short stay provision in the form of a secure loop attached to the house or garage.

Table 3.2: HBC's Cycle Parking Standards

Type	Long Stay	Short Stay
1 bedroom	1.0	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 or 3 bedrooms	2.0	
4 or more bedrooms	2.0	

Source: HBC's Residential Parking Standards Supplementary Planning Document

3.4 Summary

- 3.4.1 Taken together, national and local transport planning policy requires new residential development to be located where there is the opportunity for a range of facilities and services to be accessed by a choice of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys. Safe and suitable access to new developments should be achieved for all people.
- 3.4.2 Planning decisions should take account of whether improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. National and local policy is clear that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- 3.4.3 The application site is identified for development in the emerging Local Plan. The emerging Local Plan is at an advanced stage with the Examination having taken place during July 2021. This TA describes how the proposed development complies with these transport planning policy considerations.

SECTION 4 EXISTING CONDITIONS

4.1 Introduction

- 4.1.1 This section of the TA provides a review of the existing transport conditions in the area including the opportunities for walking, cycling and public transport provision, as well as the characteristics of the local highway network.

4.2 Site Location

- 4.2.1 The site is located to the north of Long Copse Lane and currently comprises land used for horse grazing, rural business and residential uses. The site is bounded to the north by extensive woodland and to the south by Long Copse Lane. The wooded landscaped grounds of Hollybank House and a small pasture field lie to the west of the site. The eastern boundary is formed by field boundaries and an existing line of trees. The site location is illustrated on **Figure 1**.

4.3 Walking and Cycling Facilities

Walking

- 4.3.1 Long Copse Lane currently operates as a shared surface lane with no dedicated footways in the vicinity of the site frontage. To the west, Long Copse Lane ties into Hollybank Lane which routes south towards Southleigh Road, where the nearest bus stops are located. Wraysbury Park Drive and Redlands Lane are located just to the south of the site and provide routes to the south through a residential area to the bus stops and local facilities. Redlands Lane offers pedestrians a designated and lit walking route (it is a public right of way), while Wraysbury Park Drive provides footways on both sides of the carriageway.
- 4.3.2 Hollybank Lane provides footways on both sides of the carriageway apart from a c.65m stretch at its northern end where a footway is provided only on the western side. Hollybank Lane is lit along its length and benefits from good natural surveillance from neighbouring properties. Connections to Oak Tree Drive and Churchill Drive are also provided onto Hollybank Lane.
- 4.3.3 Wraysbury Park Drive provides an attractive walking route south towards central Emsworth. There are footways provided on both sides of the carriageway and street lighting along its length. This provides a connection to Southleigh Road to the south via Redlands Lane with

footways provided on both sides of the carriageway continuously to the four-arm roundabout with Southleigh Road, Westbourne Road and New Brighton Road.

- 4.3.4 New Brighton Road continues south towards Emsworth Station. There is a footway provided on the eastern side of the carriageway for the first 185m south of the roundabout. South of this point footways are provided on both sides of the carriageway continuously to the Horndean Road junction. Horndean Road continues south towards Emsworth station with a continuous footway provided on the eastern side of the road beneath the A27 and railway bridges.
- 4.3.5 Westbourne Road routes east of the roundabout towards the shops and services in Westbourne. Westbourne Road has a continuous footway with street lighting provided on its southern/eastern side to the junction of New Road. To the north east of this point there are footways provided on both sides of The Square providing access to the shops and services surrounding East Street/North Street.

Cycling Facilities

- 4.3.6 There are extensive cycle facilities around the site including a dedicated off-road cycle route from the corner of Long Copse Lane and Hollybank Lane which runs north to Rowlands Castle and south to Havant.
- 4.3.7 The route to the south of the site on Southleigh Road involves an on-road cycle route which also connects Emsworth centre and the rail station. To the west, the route connects with Southleigh Road, Warblington rail station and NCN route 2. NCN route 2 provides an east/west connection on the alignment of the A259 between Havant, Warblington and Portsmouth to the west and Chichester to the east.
- 4.3.8 All local cycle routes and public rights of way are shown on **Figure 2**.
- 4.3.9 Local roads including Long Copse Lane, Hollybank Lane and those beyond Wraysbury Park Drive are lightly trafficked and subject to 30mph speed limits. Manual for Streets (MfS) guidance suggests:

“Cyclists should generally be accommodated on the carriageway. In areas with low traffic volumes and speeds, there should not be any need for dedicated cycle lanes on the street” (MfS, para. 6.4.1).

4.3.10 In summary, there are extensive local cycle facilities as shown on **Figure 2** and the wider local road network is suitable for use by cyclists of many abilities on carriageway enabling access by the dedicated cycle infrastructure.

4.4 Public Transport

Bus

4.4.1 The nearest bus stops are located to the south of the site on Southleigh Road, east on North Street and south on Westbourne Road, which are approximately 750m from the site.

4.4.2 The main bus services that will serve future residents include route 27 between Rowlands Castle and Havant whilst there is also a school service provided between Southleigh Road and Horndean Technology College. The no.27 and no.28A services can be accessed from the Southleigh Road/Hollybank Lane junction on Southleigh Road.

Table 4.1: Local Bus Services

Bus Stop	Service No.	Route	Frequency		
			Mon-Fri	Sat	Sun
Southleigh Road / Hollybank Lane Junction	27	Rowlands Castle- Havant – Emsworth	Every 2 hours. First service to Emsworth 09:06, last return 17.22	Every 2 hours. First service to Emsworth 10:42, last return 15:41	-
	28A	Southbourne - Horndean Technology College	1 service. First service to Horndean School 07.15, last return 15.17.	-	-

Source: Traveline South East Note: School service times vary between Monday/Wednesday/Thursday and Tuesday/Friday

4.4.3 As shown in **Table 4.1**, existing bus services near the site provide opportunities to travel to key destinations including Havant and Emsworth centre whilst also providing onward connections via Emsworth Rail station to higher order centres.

Rail

4.4.4 The nearest rail station to the site is Emsworth Station which is located approximately 1.9km to the south of the site. Emsworth rail station is therefore located within a walking and cycling

distance of the site (see Section 6) and can also be accessed via the 27/28 bus service operating via the Southleigh Roundabout approximately 600m south of the site.

- 4.4.5 **Table 4.2** provides a summary of the rail services which operate from Emsworth rail station which can be accessed by walking, cycling or via the buses operating on Southleigh Road.

Table 4.2: Emsworth Rail Station – Rail Services

Destination	Typical Peak Frequency	Typical Off-Peak Frequency	Typical Journey Duration
Southampton Central	2	2	45mins
Brighton	2	2	1 hr 3 mins
London Victoria	3	3	1hr 48 mins
Horsham	3	3	50 mins
Portsmouth Harbour	3	2	20 – 34 mins
Chichester	4	3	10 - 20 mins

Source: National Rail Enquiries

- 4.4.6 **Table 4.2** demonstrates that Emsworth Rail station provides frequent rail services to a number of destinations including London Victoria, Brighton, Southampton, Chichester and Portsmouth. This provides the opportunity for future residents to travel further afield for leisure, employment and retail opportunities via direct connections.

- 4.4.7 Future residents will therefore be well located to existing public transport services including regular bus services and connections to the rail network. As a result, future residents will have realistic opportunities to access everyday facilities and destinations by public transport.

4.5 Local and Strategic Highway Network

- 4.5.1 The site location plan, **Figure 1**, shows the local highway network in the vicinity of the site, whilst the following paragraphs provide a commentary.

- 4.5.2 Long Copse Lane is a single carriageway road c.4.5m wide along the site frontage. It provides access to the site as well as providing an alternative route between Emsworth and Westbourne to the east. It is subject to a 30mph speed limit along the site frontage.

- 4.5.3 Long Copse Lane merges into Hollybank Lane to the south which is c.7.3m width between the junction of Oak Tree Drive and Southleigh Road a further 400m to the south. Hollybank Lane

forms a priority junction with Southleigh Road, a c.7m wide single carriageway road which provides an east/west connection between New Brighton Road and Horndean Road.

4.5.4 Southleigh Road forms the minor arms of a right/left stagger junction with Horndean Road approximately 400m west of the junction with Hollybank Lane. Horndean Road is approximately 7m wide along its length and provides a north/south route between Emsworth Common Road crossroads to the north west and Emsworth centre to the south.

4.5.5 To the south Horndean Road forms the northern arm of a four-arm roundabout junction with the A259. The A259 is approximately 7m wide and provides an east/west route between Chichester (c.10km) and the A27 Warblington junction located 2km to the west. The A27 provides direct a direct connection to the west to Havant, Portsmouth and Southampton and to the east to Chichester and the wider area of West and East Sussex.

4.6 Existing Traffic Conditions

4.6.1 Existing traffic flows were recorded through seven-day Automatic Traffic Count (ATC) surveys undertaken between 31 January 2018 and 8 February 2018 at the following locations:

- Long Copse Lane (western end);
- Long Copse Lane (eastern end);
- Hollybank Lane; and
- Wraysbury Park Drive.

4.6.2 Manual Classified Counts (MCC) on Thursday 1 February 2018 (a neutral period) at the following junctions during the morning and evening peak periods:

- a Long Copse Lane / Wraysbury Park;
- b Long Copse Lane / North Street;
- c Hollybank Lane / Southleigh Road;
- d Southleigh Road / Horndean Road;
- e Southleigh Road / New Brighton Road / Westbourne Road;
- f New Brighton Road / Horndean Road;
- g Horndean Road / Bartons Road / Emsworth Common Road;

h North Street / A259; and

i A27(T) / A259 (June 2018);

4.6.3 Analysis of the MCC and ATC traffic data identified the morning peak hour as 08:00 – 09:00 and the evening peak hour period has been identified as 16:30 – 17:30.

4.6.4 A summary of the two-way traffic flows recorded on the local highway network during the peak hours is shown in **Table 4.3**.

Table 4.3: Summary of Existing Traffic Flows (Two-Way)

Road / Location	Morning Peak (08:00-09:00)	Evening Peak (16:30-17:30)
Long Copse Lane (West of Wraysbury Park Drive)	50	60
Wraysbury Park Drive	29	45
Hollybank Lane	151	166
Southleigh Road	464	438
Horndean Road (North of Southleigh Road)	897	1002
New Brighton Road	555	626
Emsworth Common Road	701	744
North Street	1073	1200
A259 (East of North Street Junction)	1486	1594

Source: MCC and ATC Traffic Surveys, February 2018 and June 2018

4.6.5 The 2018 baseline traffic flows for the morning and evening peak hours are illustrated on **Figures TF1** and **TF2** respectively.

4.7 Vehicle Speeds

4.7.1 The two Automatic Traffic Count surveys (ATC) on Long Copse Lane also recorded vehicle speeds. The western ATC was to the west of the junction with Wraysbury Park Drive and the eastern ATC to the east of Redlands Lane.

4.7.2 A summary of the 85th percentile wet weather speeds for eastbound and westbound vehicles on Long Copse Lane summarised in **Table 4.4**.

Table 4.4. Observed Traffic Speeds at Western and Eastern Sites

Location	Direction	85th % Speed (mph)*		
		Morning Peak	Evening Peak	Daily 24hr
Western Site	Westbound	21.7	21.9	21.2
	Eastbound	21.4	20.5	21.2
Eastern Site	Westbound	23.0	23.2	23.9
	Eastbound	25.7	25.0	24.8

Source: ATC Survey, wet weather adjusted as per prevailing guidance at the time of survey in TA 22/81, note this adjustment is not included in CA 185.

4.8 Highway Safety

4.8.1 Personal Injury Accident (PIA) data has been obtained from Hampshire Constabulary for the period between 1 August 2013 and 31 December 2020.

4.8.2 The study area encompasses Long Copse Lane, Hollybank Lane, Redlands Lane, New Brighton Road, Southleigh Road and Horndean Road.

4.8.3 **Table 4.5** below presents the number and location of recorded accidents within the study area over the assessed period whilst the full report provided by Hampshire Constabulary is provided at the rear of this document in **Appendix C**.

Table 4.5: Summary of Personal Injury Accidents – 1 August 2013 – 31 December 2020

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
Long Copse Lane	-	-	-	-	-	-	0
Long Copse Lane / North Street	-	-	-	-	-	-	0
Hollybank Lane	-	-	-	-	-	-	0
Hollybank Lane / Southleigh Road	-	-	-	-	-	1	1
Southleigh Road	-	1	6	-	1	1	8
Southleigh Road / Horndean Road Crossroads	-	-	3	-	-	1	4
Horndean Road / Coldharbour Farm Road	-	-	-	-	-	2	2

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
Horndean Road	-	1	3	-	1	-	5
Horndean Road / Emsworth Common Road / Bartons Road Crossroads	-	1	9	-	-	2	12
Bartons Road / Eastleigh Road	-	-	1	-	-	-	1
Wraysbury Park Drive	-	-	-	-	-	-	0
Redlands Lane / Skylark Avenue	-	-	-	-	-	1	1
Redlands Lane / Westbourne Road / Southleigh Road Roundabout	-	-	-	-	1	2	3
Westbourne Road	-	-	1	-	1	-	2
New Brighton Road	-	-	1	-	-	1	2
New Brighton Road / Horndean Road Junction	-	-	-	-	-	1	1
Brushwood Grove	-	-	-	-	-	1	1
Woolmer Street	-	-	1	-	-	-	1
Fairlea Road	1	-	-	-	-	-	1
Total	1	3	25	0	4	13	46

Source: Hampshire Constabulary

- 4.8.4 A total of forty-six injury accidents have occurred within the study area during study period. It should be noted that this is robust given that it includes 7 years and 4 months of data. A summary of each recorded accident at the locations summarised above is provided in the following paragraphs.

Long Copse Lane, Hollybank Lane, Wraysbury Park Drive and the Long Copse Lane / North Street Junction

- 4.8.5 There have been no injury accidents recorded along the corridor between Hollybank Lane, Long Copse Lane, Wraysbury Park Drive and the junction of Long Copse Lane / North Street in the 7 year period.

Hollybank Lane / Southleigh Road Junction

- 4.8.6 One 'slight' injury accident has been recorded at this junction in the period. This occurred when a motorcycle travelling southwest on Hollybank Lane turned right onto Southleigh Road into the path of a pedal cycle travelling southwest.

Southleigh Road

- 4.8.7 Eight accidents have been recorded on Southleigh Road as set out below:
- One 'slight' accident occurred when a car reversing west on Southleigh Road into a driveway was struck by a car travelling east;
 - One 'slight' accident occurred when a car travelling east moved across the centre of the road into the path of an oncoming car;
 - A car travelling west on Southleigh Road turned left into Longfield Road and clipped a pedal cycle travelling in front;
 - One 'serious' accident occurred when a pedestrian left the co-op and crossed the road into the path of a vehicle travelling east on Southleigh Road;
 - One 'slight' accident occurred when a car traveling west lost control and collided with street furniture;
 - A 'slight' accident occurred when a car travelling east failed to slow for slow vehicles ahead resulting in a rear end shunt;
 - A 'serious' accident occurred when a car travelling southwest crosse the path of an oncoming vehicle; and
 - A 'slight' accident occurred when a car travelling west braked suddenly to avoid an obstruction in the road and was struct from behind.

Southleigh Road / Horndean Road Crossroads

- 4.8.8 Four 'slight' accidents have been recorded at the Southleigh Road / Horndean Road crossroads junction and are set out below:
- Two accidents occurred when cars travelling west on Southleigh Road pulled into the junction into the path of oncoming vehicles;

- One accident occurred when a car travelling northwest on Horndean Road turned right into Southleigh Road and clipped the rear of a pedal cycle undertaking the same manoeuvre; and
- One accident occurred when a car travelling southwest on Southleigh Road struck the rear of a car waiting to turn at the junction with Horndean Road.

Horndean Road / Coldharbour Farm Road junction

4.8.9 Two 'slight' accidents have been recorded on Coldharbour Farm Road immediately southwest of the junction of Horndean Road and are set out below:

- One accident occurred when a pedestrian traveling northeast on Coldharbour Farm Road fell onto a vehicle waiting to turn left out of the junction; and
- One accident occurred when a car travelling southwest on Coldharbour Farm Road clipped a pedal cycle travelling in the same direction whilst overtaking.

Horndean Road between Coldharbour Farm Road junction and Emsworth Common Road Junction

4.8.10 Five accidents have been recorded on Horndean Road between Coldharbour Farm Road and Emsworth Common Road and are set out below:

- One 'slight' accident occurred when a van travelling southeast crossed into the path of a vehicle travelling in the opposite direction;
- One 'serious' accident occurred when a car travelling northwest on Horndean Road collided with the rear of a pedal cycle travelling in the same direction;
- One 'slight' accident occurred when a car travelling southeast slowed and was struck from behind by a following vehicle;
- One 'slight' accident occurred when a car travelling northwest turned across the path of an oncoming car; and
- One 'serious' accident occurred when a car travelling northwest on Horndean Road drifted onto the opposite side of the road colliding with an oncoming car.

Horndean Road / Emsworth Common Road / Bartons Road Crossroads

4.8.11 Eleven 'slight' accidents and one 'serious' accidents have been recorded at the Horndean Road / Emsworth Common Road / Bartons Road crossroads in the study period as follows:

- Two accidents occurred on the Emsworth Common Road approach to the junction. The first occurred when a vehicle travelling northeast clipped a pedestrian also travelling northeast and the second when a van travelling north east performed a U-turn in the path of a following vehicle;
- One 'slight' accident occurred when a car travelling west on Emsworth Common Road failed to give way and pulled across the centre of the junction into the path of an oncoming vehicle;
- Four accidents occurred at the junction between Horndean Road and Emsworth Common Road. These accidents occurred when a vehicle turning out of Emsworth Common Road collided with a vehicle travelling north or south on Horndean Road;
- Four accidents occurred at the junction between Horndean Road and Bartons Road. Three accidents occurred when vehicles travelling from Bartons Road turned out onto Horndean Road into the path of a vehicle travelling north or south. The fourth accident occurred when a car travelling east on Bartons Road failed to see a pedal cycle also travelling east; and
- One 'serious' accident occurred when a car travelling northeast on Emsworth Common Road drifted across the road and lost control.

Bartons Road / Eastleigh Road Junction

- 4.8.12 One 'slight' accident has occurred at this junction in the last five-year period. This occurred when a car travelling north on Eastleigh Road turned right onto Bartons Road into the path of a westbound car.

Redlands Lane / Skylark Avenue

- 4.8.13 One 'slight' accident has occurred at this junction in the last five-year period. This occurred when a car travelling southwest on Skylark Avenue turned across the path of a pedal cycle travelling southeast on Redlands Lane.

Redlands Lane / Westbourne Road / Southleigh Road Roundabout

- 4.8.14 Three accidents have been recorded at the roundabout in the last five-year period consisting of one 'serious' and two 'slight' accidents. These accidents occurred when vehicles entered the roundabout into the path of a circulating vehicle, the 'serious' accident occurred when a van entered the roundabout into the path of a pedal cycle.

Westbourne Road east of the Southleigh Road Roundabout

- 4.8.15 Two accidents have occurred on Westbourne Road east of the Southleigh Road roundabout in the last five-year period. One 'serious' accident occurred when a person emerged from bushes at the side of the road into the path of a car travelling southwest. A 'slight' accident also occurred when a car travelling north on Lewis Road entered Westbourne Road across the path of a car travelling northwest on Westbourne Road.

New Brighton Road south of Southleigh Road Roundabout to junction with Horndean Road

- 4.8.16 Two accidents have occurred on this link in the last five-year period and are set out below:
- One accident occurred when a car travelling north on New Brighton Road collided with a parked van; and
 - One accident occurred when a parked car opened the door into the path of a southbound pedal cycle;

New Brighton Road / Horndean Road Junction

- 4.8.17 One 'slight' accident occurred at this junction when a car travelling south west on New Brighton Road turned right onto Horndean Road into the path of a pedal cycle turning right into the junction.

Brushwood Grove

- 4.8.18 One 'slight' accident occurred when a taxi travelling west turned into Brushwood Grove and clipped the wheel of a pedal cycle resulting in the rider falling off.

Woolmer Street

- 4.8.19 One 'slight' accident occurred when a car travelling along Woolmer Street collided with a parked car pushing it into the path of an oncoming vehicle.

Fairlea Road

- 4.8.20 One 'fatal' accident occurred when a van was reversing along Fairlea Road and struck a pedestrian who was in the carriageway.

Summary

- 4.8.21 Importantly, there have been no injury accidents recorded along the corridor between Hollybank Lane, Long Copse Lane, Wraysbury Park Drive and the junction of Long Copse Lane / North Street within the period assessed.
- 4.8.22 In the wider area, whilst accidents have occurred, and any accident is regrettable, the nature, frequency and distribution of the accidents do not suggest that there is a highway safety problem on the local highway network which would be exacerbated by the proposed development.
- 4.8.23 To re-iterate, it is important to note that there have been no accidents recorded on Long Copse Lane in the vicinity of the proposed access within the study period which has been extended for robustness to over 7 years.

4.9 Summary

- 4.9.1 The site is located to the north of Long Copse Lane, Emsworth and currently comprises of open land. Long Copse Lane is a single carriageway road and subject to a 30mph speed limit in the vicinity of the site access for both the application site and the western site access for the wider allocation.
- 4.9.2 There are walking routes and footways provided via Redlands Lane, Wraysbury Park Drive and Hollybank Lane west of the site which provide continuous walking routes south into Emsworth, Westbourne and on New Brighton Road for onward connections to shops, leisure facilities and local bus services.
- 4.9.3 There are extensive local cycle facilities with a combination of on and off-road routes being immediately accessible from Long Copse Lane and Hollybank Lane. The wider local road network is suitable for use by cyclists within the carriageway and NCN route 2 provides an east/west connection approximately 1.5km south of the site between Havant, Warblington and Portsmouth to the west and Chichester to the east. Cycle trips can therefore be accommodated on and off the carriageway. The nature of the residential roads surrounding the site is well suited to cycling.
- 4.9.4 There is a regular bus service operating within approximately 750m of the site which provide regular services to Rowlands Castle and Emsworth including onward connections to the rail network for trips further afield.

- 4.9.5 The site is well located to the local highway network. Long Copse Lane is subject to low traffic flows and speeds and provides a connection to Southleigh Road from which users can route north on Horndean Road, south towards the A259 and the A27 and east towards Westbourne and Chichester.
- 4.9.6 Injury accident data has been checked and obtained for a wide study area and in the vicinity of the proposed site accesses for the latest available period there have been no recorded accidents.

SECTION 5 SITE ACCESS, PARKING AND SERVICING ARRANGEMENTS

5.1 Introduction

- 5.1.1 This section of the TA outlines the proposed site access arrangements, along with indicative servicing and parking provision. The outline planning application is for residential development of C3 dwellings within the wider masterplan area of 260 dwellings with only the principle and the means of access to be determined at this stage.

5.2 Objectives

- 5.2.1 The objectives of the overall site access strategy are to achieve:
- Safe and suitable access to the site;
 - The take up of the opportunities for sustainable transport modes, to reduce the need for major transport infrastructure; and
 - Improvements within the transport network that cost effectively limit the significant impacts of the development and seek to retain the character of Long Copse Lane.

5.3 Site Access Strategy

- 5.3.1 The site access strategy has been developed in conjunction with HCC and in accordance with the draft Local Plan Policy in that an appropriate means of access has been established, which **‘incorporates road widening along Hollybank Lane and Long Copse Lane and that does not compromise the vehicular access to housing allocation H14’**. This has been agreed to the satisfaction of the Highway Authority. The access strategy and its highway design has been the subject of HCC’s Section 278 Preliminary Design Checking process.

Section 278 Design Check Approval and scheme overview

- 5.3.2 The Section 278 design checking process involves a rigorous multi-disciplinary approval process which HCC required at an earlier stage of the planning process than is normally the case. This was required to provide certainty that the access strategy and road widening can be achieved and delivered within land that is either public highway or that is within the site allocation.

- 5.3.3 It is agreed with HCC that the allocation site will be accessed by two priority junctions on Long Copse Lane – one in the east and one in the west. The access strategy also involves some widening of the highway along Long Copse Lane and Hollybank Lane. This has been developed in conjunction with HCC and HBC and agreed to the satisfaction of HCC under their Section 278 Preliminary Design Checking process which takes account of several factors such as the extent of adopted highway, ecology, arboriculture and engineering. HCC have confirmed that the agreed site access strategy can be delivered comprehensively or in two parts depending on whether the eastern and western parts of the site allocation come forward together or in a phased manner.
- 5.3.4 The application site will deliver all of the road widening and associated pedestrian and cycle improvements with the exception of the physical ‘front door’ access to the western part of the allocation. This is agreed with HCC and HBC.
- 5.3.5 In addition, the agreed site access works include a solution to a local surface water flooding issue. In summary, water currently runs from the site in a way that is not attenuated – as part of the access works this water will be prevented from flowing on to the road and thereafter flooding properties to the south of the lane which currently happens from time to time. This will be achieved through a new combined highway and surface water pipe under the Long Copse Lane carriageway that will receive surface water from gullies which will render the existing ditches in part redundant. The water will be carried in a 600m long pipe to a basin in HBC controlled land to the east. This is not standard practice but is agreed with HCC (both as local Highway Authority and LLFA) and with HBC who all recognise this improvement will provide significant benefit for residents on Long Copse Lane - those of which who are at the low point suffer consequences when flooding periodically occurs. HCC have also agreed a suitable arrangement for the ongoing maintenance of this solution in the future – this will be delivered and funded by the application site.

Proposed access works

- 5.3.6 To deliver vehicular access to the proposed development, two simple priority junctions are proposed from Long Copse Lane which are designed in accordance with the Manual for Streets and the recorded 85th percentile vehicle speeds. Wider improvement works are also proposed for Long Copse Lane between the eastern most site access and Hollybank Lane.
- 5.3.7 In summary, the following vehicular works are proposed as part of this application:

- An eastern site access suitable to accommodate the level of development proposed with 2.4m x 34m visibility splays;
- Works to the carriageway edge to achieve a 5.5m width;
- A pedestrian connection to Wraysbury Park Drive;
- The formalisation of an existing layby parking area on Long Copse Lane;
- A pedestrian and cycle connection to Redlands Lane;
- Upgrading of Redland Lane to provide an all-year surface;
- An off-road cycleway on Redlands Lane (road) to connect to the Hampshire Farm development;
- Further local road widening on Long Copse Lane to 5.5m retaining all but one Category A tree;
- Widening of the bend on the approach to Hollybank Lane and the provision of new footway (initially laid out as a verge) with a no-dig construction method used to avoid a Category A tree; and
- Improved forward visibility around the bend on the approach to Hollybank Lane.

5.3.8 Additionally, technical work has been progressed to demonstrate that a suitable western site access with 2.4m x 43m visibility splays can be achieved and incorporated into the proposals on Long Copse Lane when the western parcel, (which forms part of the same allocation) is progressed separately at a later date.

5.3.9 The proposed access and above scheme of works are shown on **drawings ITB13525-GA-101, 102 and 103**.

5.3.10 For the purposes of this application **drawing ITB13525-GA-105** has been produced to demonstrate the works that the application will deliver i.e. excluding the western site access which may be progressed separately at a later date.

Stage One Road Safety Audit

5.3.11 A Stage One Road Safety Audit of the proposed access arrangements has been carried out and was submitted to HCC as part of the Section 278 approval process. The Safety Audit is included as **Appendix D**, a full designer's response is also included, and all matters raised by the Auditor have been addressed to his satisfaction and this has been confirmed to HCC.

5.4 Pedestrian and Cycle Access

5.4.1 It is proposed to provide a pedestrian/cycle links from the application site via:

- A pedestrian link to connect to Wraysbury Park Drive;
- A pedestrian / cycle link to Redlands Lane (FP67);
- Width, alignment and surfacing improvements to Redlands Lane (FP67);
- A 3m shared-use footway cycleway between Redlands Lane (road) and the Hampshire Farm (Skylark) development; and
- A pedestrian connection to the western part of the site allocation which allows a future connection to a new footway along the western part of Long Copse Lane to connect to the existing footway in Hollybank Lane – the application site will initially lay the footway out as a highway verge.

5.4.2 These proposals are all shown on **Drawings ITB13525-GA-101, 102 and 103.**

Redlands Lane

5.4.3 In accordance with discussions with HCC the scheme to improve Redlands Lane (Footpath 67) includes clearing vegetation along the length of the route and improving the surface to create a greater usable width (to around 3m) in order to facilitate use by cyclists as well as pedestrians. HCC have confirmed that they wish to see the route upgraded to allow cycle use and will process the necessary legal work to deliver this. The scheme of works is shown on drawing **ITB13525-GA-103** and is covered further in Section 6.

5.5 Parking Provision

Car Parking

5.5.1 A future Reserved Matters application would deal with the provision of car parking, which will be provided in accordance with HBC's Residential Parking Standards 2016) or any other relevant guidance at the time the application is submitted. **Table 5.1** summarises the HBC's residential parking standards.

Table 5.1: Havant Borough Council's Car Parking Standards

Type	Non-Town Centre	
No. of Allocated Spaces per Dwelling	Allocated	Shared / Communal (unallocated)
1 Bedroom	1.0	0.9
2 or 3 Bedrooms	2.0	1.3 / 1.9
4 or More Bedrooms	3.0	2.4

Source: HBC's Residential Parking Standards Supplementary Planning Document

Cycle Parking

- 5.5.2 Cycle parking will also be determined as part of a future Reserved Matters application. **Table 5.2** summarises the current cycle parking standards identified in HBC's Residential Parking Standards.

Table 5.2: Havant Borough Council's Cycle Parking Standards

Property Size	Cycle Parking Standard	
	Space per unit	Communal Storage
1 bed	1	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard
2/3 bed	2	
4+ bed	2	

Source: Havant Borough Council's Residential Parking Standards SPD (July 2016)

5.6 Street Hierarchy

- 5.6.1 The suggested street hierarchy within the site should be based on current best practice and design guidance as set out in Manual for Streets (MfS), for example:

- Main Streets – i.e. the approaches to the proposed site accesses:
 - Design speed 20mph;
 - Width – 5.5m – 4.8m (assumes bus access not required);
 - Pedestrian provision – 1.8m - 2.0m footways on at least one side of the carriageway; and
 - Refuse vehicle access.
- Secondary Streets – i.e. from the first main internal junction within the site:
 - Design Speed 20mph;

- Width – 4.8m or less;
- Pedestrian provision – generally 1.8m - 2.0m footways on at least one side of the carriageway; and
- Refuse vehicle access.
- **Shared Surface Streets** – i.e. cul-de-sacs serving up to circa 25 dwellings:
 - Design speed 5mph to 10mph, lowest possible vehicle speed, where pedestrians and vehicles can co-exist;
 - Width – 4.8m or less;
 - Pedestrian provision – on-carriageway or separate footway if there is a route linking through the street to the wider footway/footpath network;
 - Margins – typically 0.5m on one side and a 2m service margin on the other; however, widths may be determined on utility companies' requirements and highway adoption requirements; and
 - Refuse vehicle access – if necessary.
- **Mews / Courtyard Squares** – i.e. short cul-de-sacs serving up to six dwellings:
 - Design speed 10mph;
 - Width 4.1m to 4.8m;
 - Shared surfaces – or separate footway if there is a linking route through the street to the wider footway/footpath network;
 - No refuse vehicle access; and
 - Unlikely to be 'adopted'.

5.7 Refuse and Emergency Vehicle Access

- 5.7.1 At the Reserved Matters stage swept path analysis for refuse and emergency vehicles will be carried out for all internal streets to demonstrate that these vehicles can safely enter and exit the site and manoeuvre within the site with minimal turning movements.

5.8 Construction

- 5.8.1 Construction work would be linked to the proposed access improvement works or a variation of them that is agreed with HCC to ensure that no substantive construction related traffic would use Long Copse Lane without improvement.
- 5.8.2 During construction, Long Copse Lane would only be used between its junctions with the site and its transition into Hollybank Lane. All construction traffic would route to / from Southleigh Road and onwards using routes that would be agreed with HCC. The roads used for the purpose of construction traffic have a good alignment and forward visibility.
- 5.8.3 Further details of particular measures to manage and control vehicle movements (i.e. signage, temporary speed limits and use of banksman with communication / technology) to ensure that two of the very largest vehicles do not pass one another during the construction period would also be set out within a Construction Traffic Management Plan (CTMP) that will be secured by planning condition or Section 106 Obligation.

5.9 Summary

- 5.9.1 Access to the application site is proposed via a priority junction onto Long Copse Lane along the southern boundary of the site, carefully located to prevent any significant tree loss. A series of local highway improvements are also proposed to improve the road width and pedestrian facilities whilst also seeking to limit highway interventions to the lane.
- 5.9.2 The proposed site access and associated works as part of both this site and the wider allocation have been agreed with HCC through their S278 Design Check process. The scheme is supported by a Stage 1 Road Safety Audit, Arboriculture Report, Ecology Report, Drainage Report and civil engineering inputs. The scheme of works for Long Copse Lane also includes a suitable drainage solution.
- 5.9.3 The access works provide new walking and cycling connections Wraysbury Park Drive and to Redlands Lane in line with HCC's advice. The agreed scheme also allows for the western part of the allocation to be connected to the application site and all its proposed off-site improvements. Further improvements to Redlands Lane have also been identified by HCC and the development will bring those forward. The site access includes safe and acceptable visibility splays from the site onto Long Copse Lane that is appropriate for observed vehicle speeds.

- 5.9.4 The illustrative site layout makes adequate provision for refuse vehicles. Future reserved matters applications will deal with the provision of car and cycle parking, which would be provided having regard to current standards or any other subsequent standards that may be adopted at that time.
- 5.9.5 Against this background, the proposed access arrangements are in accordance with draft local and national policy requirements and have been fully agreed with HCC through their comprehensive Section 278 design check process.

SECTION 6 PROMOTING SUSTAINABLE TRANSPORT

6.1 Introduction

- 6.1.1 This section of the transport assessment provides a review of the accessibility of the proposed development to local facilities by walking, cycling and public transport including employment, leisure and shopping.

6.2 Journey Purpose

- 6.2.1 In promoting sustainable travel, it is important to consider the reasons why future residents of the proposed development will make journeys. The Department for Transport's National Travel Survey identifies the proportion of all trips by purpose as set out in **Table 6.1** below.

Table 6.1: Proportion of Trips per Year by Journey Purpose

Journey Purpose	Proportion of Trips
Leisure	26%
Shopping	19%
Commuting/Business	18%
Education/Escort Education	13%
Personal Business	9%
Other Escort	9%
Other (Including Just Walk)	6%

Source: Table NTS0409 Average number of trips by purpose and main mode: England NTS – 2018 Edition

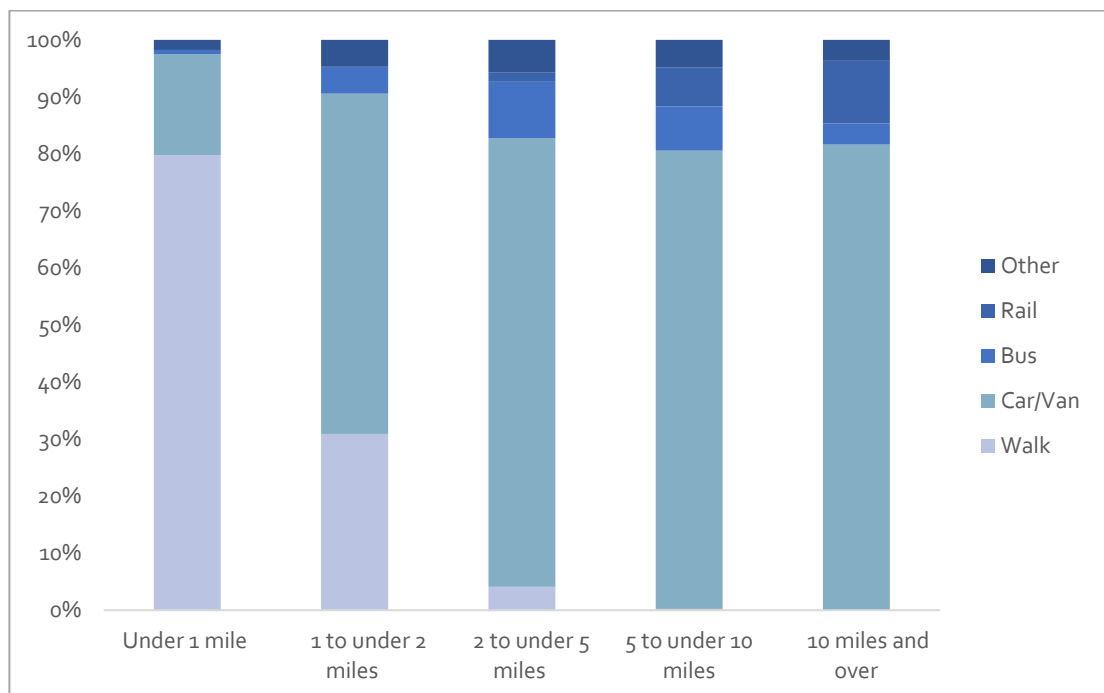
- 6.2.2 Travel purpose is therefore well spread across a number of different journey purposes, and each type of journey will have different requirements in terms of destination, time constraints and route choice.
- 6.2.3 This TA therefore considers the opportunities available to the potential residents of the site to access local facilities and services by a choice of transport modes.

6.3 Walking and Cycling

Walking Distances

- 6.3.1 The National Travel Survey National Travel Survey (NTS) 2019 which identifies the mode share journeys of different lengths (**Image 5.1**) and confirms that the vast majority (80%) of trips of up to one mile (1.6km) are undertaken on foot.

Image 5.1: Proportion of Trips per Year by Journey Purpose (all modes)



Source: National Travel Survey, England, 2019

- 6.3.2 The data also shows that approximately 31% of journeys between 1 and 2 miles (3.2km) will be on foot, i.e. a significant proportion of people are prepared to walk for journeys up to 2 miles. Distances greater than 2 miles (3.2km) see a substantial reduction in the amount of people prepared to walk as their mode of transport.

- 6.3.3 Paragraph 4.4.1 of Manual for Streets states:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.”

Cycling Distances

- 6.3.4 In terms of cycling journeys, the National Travel Survey sets out that the average journey distance by bike is some 4.4km, with the current average length of an employment and leisure cycle trip some 5.2km (ref: Table NTS0306 of the National Travel Survey 2012). Local Transport Note 02/08 'Cycle Infrastructure Design' (Department for Transport, 2008) (ref:CD5.9) sets out typical trip distances at paragraph 1.5.1:

"Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose."

- 6.3.5 In addition, paragraph 2.2.2 of the DfT Document LTN 01/20 'Cycle Infrastructure Design' discusses typical cycle trip distances and states that ***"Two out of every three personal trips are less than five miles (8km) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking"***.

- 6.3.6 Therefore, whilst the average 'commuter' trip is circa 5.2km, cycling distances for journeys of more than 5 miles (circa 8km) are not uncommon.

Summary

- 6.3.7 On this basis the following represents reasonable walking / cycling distances:

- Up to **800m** is a comfortable walking distance to facilities from residential areas;
- **2km** is a realistic and reasonable walking distance. Journeys up to this distance offer the greatest opportunity to replace car trips with walking;
- **3.2km** is the maximum walking distance for most people; and
- **8km** is a reasonable cycle distance.

- 6.3.8 **Figure 2** and **Table 6.2** demonstrate that there is a very good range of local services and facilities within a 'reasonable' walking distance of the site including primary and secondary schools, employment areas, leisure facilities and healthcare.

- 6.3.9 As is demonstrated in **Figure 2** and **Table 6.2** a large range of local facilities are accessible by cycle, including education, retail, leisure and employment opportunities.

Table 6.2: Key Local Destinations

Purpose	Destination	Approx Distance from Site	Walk Distance	Cycle Distance
Education	Children's Learning Centre	1000	✓✓	✓✓✓
	Westbourne Primary School	1200	✓✓	✓✓✓
	Daisy Chain Nursery	1200	✓✓	✓✓✓
	Saint James CEC Primary School	1600	✓✓	✓✓✓
	Emsworth Primary School	2800	✓✓	✓✓
	Warblington School	3600	-	✓✓
Retail	Co-op Food	850	✓✓	✓✓✓
	The Cooperative Westbourne	1400	✓✓	✓✓✓
Train Station	Emsworth Train Station	1900	✓✓	✓✓✓
Leisure	Westbourne Parish Hall	1200	✓✓	✓✓✓
	The Westbourne Club	1200	✓✓	✓✓✓
	The Cricketers	1300	✓✓	✓✓✓
	Spice Cottage	1400	✓✓	✓✓✓
	The White Horse	1400	✓✓	✓✓✓
Health	Westbourne Osteopathic Clinic	1100	✓✓	✓✓✓
	George and Dragon Surgery	1400	✓✓	✓✓✓

✓✓✓ = Comfortable walking distance (800m)/ short cycle distance (2km)

✓✓ = Reasonable walking distance (2km)/ preferred cycle distance (5km)

✓ = Acceptable walking distance (3.2km)/ commuter cycle distance (8km)

Source: i-Transport

6.3.10 It is shown that almost all of these facilities are located within a 'reasonable' walking distance (2km) of the site (and all within a short cycle trip). Whilst it is clear that Emsworth and Westbourne already benefit from a good range of facilities and services some journeys will be required to access higher order services. In particular Emsworth looks towards Havant, Portsmouth and Chichester as the nearest primary centres. Linkages to these higher order centres will be provided by car and public transport.

6.3.11 The closest secondary school to the site is Warblington School, located circa 3.6km to the south west. Despite the distance, the cycle provision between the site and the school provides a realistic opportunity for future residents to make the trip via cycle travel. As shown on **Figure 2**, Long Copse Lane connects with Hollybank Road to the west, along which an on-road cycle route is provided. To the west, along Southleigh Road, an on-road cycle lane is provided to Horndean Road. From here, an off-road cycle route is provided along Southleigh Road that continues west

before migrating back into the carriageway as an on-road cycle lane between Rowan Road and Spindle Close. Routing south, an on-road cycle route is provided that crosses the railway line just to the north of Warblington School.

6.3.12 In summary, within close proximity of the site there are a good range of shops and facilities including, healthcare, leisure, retail and local schools that can satisfy many daily demands of the development.

6.3.13 Having regard to the location of the facilities and services, the pedestrian and cycle routes that are likely to be used the most are Wraysbury Park Drive, Redlands Lane, Hollybank Lane and Southleigh Road.

6.3.14 As set out in Section 4 footways commence at the junction of Long Copse Lane / Wraysbury Park Drive and in Redlands Lane. Also Hollybank Lane immediately south of the site provides a cycle route. From these points the existing network provides continuous, lit, footways or cycleways towards the facilities and services in Emsworth and Westbourne. Section 5 identifies that the development site access arrangements will allow connections to these existing footways and cycleways.

Redlands Lane improvements

6.3.15 During pre-application discussion with HCC the desire for improving the section of Redlands Lane between Long Copse Lane and Birch Tree Drive emerged.

6.3.16 A scheme of improvement works is shown in drawing **ITB13525-GA-103**. The identified works include clearing the vegetation on the route, improving the surface and facilitating cycle use. These works would provide a significant enhancement to the existing Public Right of Way and would also enable cyclists to use the route.

6.3.17 HCC have advised that the process for implementing such works is straight forward as there are already footpath rights sufficient to accommodate improvements for cycling and the rights give HCC the powers to complete the identified improvement works. HCC have requested that the applicant puts improvements forward as part of the application for discussion over the most appropriate delivery mechanism. HCC have requested a financial contribution of £4,000 to pay for the legal element to obtain cycle rights which would be carried out after completion of the works to the existing footpath.

- 6.3.18 On this basis the site is well integrated into the existing footway and cycling network for accessing the key facilities and services required to satisfy the main journey purposes identified in the National Travel Survey.

6.4 Public Transport

Bus

- 6.4.1 The site is well located to existing bus services which provide opportunity for trips to be made to local services and facilities by sustainable modes. Bus services are also important in providing access to destinations for individuals who do not have access to a private car who may otherwise be isolated.
- 6.4.2 Bus service 27 is the main bus route serving the local area surrounding the site. This route operates with a service frequency of every two hours between Rowlands Castle, Havant and Emsworth providing an onward connection to Emsworth rail station.
- 6.4.3 The proposed site is located approximately 750m north of these stops, equivalent to a 9 minute walk, and is therefore well located to a regular bus service that provides onward connections to key nearby destinations. This accommodates a range of journey purposes including travel to/from work, education, leisure and retail trips.
- 6.4.4 As part of pre-application discussions HCC requested that early engagement was made with the operator of route 27, First Hampshire, specifically with a view to providing a potential enhancement to the service and the facilities at the stops on Southleigh Road. This has been undertaken and through discussions with First it has been identified that the no.27 service is supported by HCC and therefore any alteration to the service frequency would need to be agreed with HCC in the first instance. Irrespective of this, the Framework Travel Plan includes measures to promote the use of the no.27 service through offering taster tickets to new residents and other promotional measures. Whilst no specific measures to enhance the service are currently included, the application does not prejudice this happening through post-application discussions should HCC desire it.

Rail

- 6.4.5 The nearest rail station to the site is located some 1.9km south of the site in central Emsworth. This provides links to a number of higher order employment and retail destinations such as Southampton, Brighton, London Victoria, Portsmouth Harbour and Chichester. Emsworth rail

station is therefore located within walking and cycling distance of the site and can be accessed via the 27 bus service operating to the south of the site.

- 6.4.6 This offers realistic access to the rail network and if paired with the 27-bus service reduces the costs that would be associated with accessing the station by car such as car parking.

6.5 Framework Travel Plan

- 6.5.1 It has been demonstrated that the site is located in an accessible location with appropriate access to a range of education, employment, health and retail facilities within a reasonable walking and cycling distance of the site. The site also has good links to a regular bus service within 800m of the site providing links to Rowlands Castle, Havant and Emsworth. New residents will therefore have ample opportunities to make journeys without needing to use the car.

- 6.5.2 Within this context, a Travel Plan (TP) has been developed for the site to support the planning application. The TP aims to promote sustainable lifestyles amongst new residents, through reducing the need for travel by private car, and in particular reducing single occupancy car journeys; providing non-car mode travel options for local journeys; and influencing modal choice, the Travel Plan is included as a separate planning application document under report reference ITB13525-005 R.

6.6 Summary

- 6.6.1 There are a number of everyday local services and facilities within Emsworth to accommodate the day to day needs of future residents that can be easily accessed from the site on foot, by cycle or by public transport for future residents including a convenience store, doctors' surgery, primary school and public house.
- 6.6.2 A number of other destinations further afield can be accessed by foot, the cycle network or by public transport to satisfy the main reasons for making a journey.
- 6.6.3 The nearest bus stops to the site are located on Southleigh Road within 800m of the site. The principal bus route serving these stops is the 27 service which provides a regular service every two hours between Rowlands Castle, Emsworth and Havant for access to a wider range of facilities and services. This service also provides a connection to Emsworth rail station for access to higher order destinations.

- 6.6.4 Emsworth railway station provides regular services to London Victoria, Southampton, Brighton and Chichester.
- 6.6.5 A Travel Plan (Report Ref: **ITB13525-005 R**) to promote sustainable lifestyles amongst new residents through reducing the need to travel by private car will be secured through a Section 106 Agreement or suitably worded condition.
- 6.6.6 Taken together, the analysis in this section demonstrates that future residents of the site will have appropriate opportunity to access a range of destinations by a choice of travel modes. In transport terms, the site is suitably located to provide sustainable development in accordance with the guidance set out in the NPPF.

SECTION 7 TRAFFIC IMPACT

7.1 Introduction

7.1.1 This section of the Transport Assessment establishes the likely traffic generation of the proposed development and assessed the vehicular traffic impact on the local highway network. The analysis has been undertaken under the following sub-headings:

- Trip Generation;
- Traffic Distribution and Assignment;
- Assessment Years and Scenarios;
- Traffic Growth;
- Operational Assessments at Key Junctions;

7.1.2 As set out earlier in this report the emerging development allocation under Policy H8 identifies the wider site for 260 dwellings, whilst the application is for the eastern part of the application is for the eastern part of the allocation and expected to accommodate about 210 dwellings based on the comprehensive masterplan for the whole allocation which aligns with the Policy H8 of the emerging Local Plan. Given this the traffic impact assessment within this section of the Transport Assessment has been undertaken based on the allocation, i.e., 260 dwellings for robustness.

7.2 Trip Generation

7.2.1 The traffic generation of the development proposal has been discussed and agreed with HCC as part of the pre-application discussions and are set out in the Transport Assessment Scoping Note (i-Transport report reference no. **ITB13525-002**), a copy of which is provided as **Appendix A**.

7.2.2 On the basis of the agreed vehicular trip rates, a summary of the resultant peak hour trips from the proposed residential development of 260 dwellings are presented in **Table 7.1**.

Table 7.1: Development Proposal Traffic Generation – 260 homes

Time	Trips		
	Arrivals	Departures	Total
Weekday AM Peak Hour	33	122	155
Weekday PM Peak Hour	93	52	145

Source: Consultant's Estimates

- 7.2.3 The analysis indicates that a development proposal of up to 260 homes is likely to generate a maximum 155 two-way vehicle movements during the weekday peak hour periods, equating to less than three additional vehicles per minute.

7.3 Distribution and Assignment

- 7.3.1 The distribution and assignment of the development generated traffic on the local highway network has been discussed and agreed with HCC as part of the pre-application discussions and are set out in the Transport Assessment Scoping Note (see **Appendix A**).

- 7.3.2 In summary, the traffic generation has been assigned to the local and strategic highway network using a distribution derived as follows:

- For the proportion of peak hour trips that are work journeys, the 2011 Journey to Work data for the Havant middle layer super output area (MSOA) ref: 013 has been used as it is directly comparable to the development in terms of location. This area encompasses all of Emsworth and has been used to derive the likely workplace destinations for future residents of the site and so identify existing commuting patterns; and
- For other journey purpose trips, a P/T2 gravity model has been undertaken using the population of key urban areas (from the 2011 census) with a 30-minute drive from the site (estimated from Google Maps Directions facilities).

- 7.3.3 The two sets of data are then combined to generate a single set of distribution parameters to inform the development trip assignment and is presented in **Table 7.2**. The full analysis is included in **Appendix E**. This analysis is based upon a previous version of the NTS journey purpose percentages however this has been considered against the updated NTS percentages and due to the route choices available this remains robust. Additionally recent correspondence with HCC, WSCC and HE has confirmed that the previously agreed approach remains relevant for assessing the impact of the development proposal.

Table 7.2: Summary of Development Trip Distribution (Travel by Car)

Destination	Percentage of Work Trips	Percentage of Non-Work Trips	Percentage of All Trips
Arundel/Westergate	0.2%	-	0.2%
Basingstoke	0.2%	-	0.2%
Bedhampton (Havant)	0.7%	-	0.7%
Chichester	10.3%	2.0%	12.3%
East Hampshire	2.4%	-	2.4%
Eastleigh	1.0%	-	1.0%
Emsworth	2.7%	2.4%	5.1%
Fareham	2.0%	2.8%	4.8%
Gosport	0.6%	-	0.6%
Havant	0.4%	14.1%	14.5%
Hayling Island	0.4%	-	0.4%
Leigh Park (Havant)	0.2%	2.4%	2.6%
London	0.4%	-	0.4%
Portsmouth	9.1%	25.0%	34.1%
Purbrook/ Widley	1.1%	-	1.1%
Bognor Regis	0.6%	-	0.6%
Southampton	0.9%	-	0.9%
Warblington (Havant)	4.2%	-	4.2%
Waterlooville	0.9%	6.3%	7.2%
West Leigh (Havant)	1.9%	-	1.9%
Winchester	1.7%	-	1.7%
Other	3.6%	-	3.6%
Total	45%	55%	100%

Source: Consultant's Gravity Model and Census 2011 Data

7.3.4 On the basis of the methodology set out above, the following figures set out the assignment of the generated development traffic on the local and strategic highway network during the morning and evening peak hour periods:

- **Figure TF3/4** Development Traffic Distribution – Arrivals/Departures Western Parcel;
- **Figure TF5/6** Development Traffic Distribution – Arrivals/Departures Eastern Parcel; and
- **Figure TF7/8** Development Traffic Assignment Morning and Evening Peak Assessment Years and Scenarios.

7.4 Assessment Years and Scenarios

7.4.1 Through pre-application discussions it is agreed with HCC that the local highway network will be assessed in 2023, the expected year of opening, and that this assessment will include the full impact of development and committed development.

7.4.2 Factors to derive traffic growth to 2023 have been obtained from the National Transport Model (NTM) for Havant 013 MSOA within the TEMPRO v.7.2 dataset.

7.4.3 Using this methodology, **Table 7.3** below summarises the growth factors which will be applied to the 2018 observed traffic flows to derive the 2023 peak hour traffic flows.

Table 7.3: Traffic Growth Factors

Growth Period	Time Period	Growth Rate
2018 - 2023	AM Peak	1.0773
	PM Peak	1.0736

Source: TEMPRO (version 7.2)

Note: Havant 013 MSOA

7.4.4 The traffic generated by 'committed developments' within the study area has also been explicitly taken into account as part of the analysis. The sites included as 'committed' are listed below and are shown on **Figures TF9/10**:

- Bartons Road, Havant – 55 Dwellings (planning application ref: 14/00863); and
- South of Bartons Road, Havant – 175 Dwellings (planning application ref: 15/01435)

7.4.5 Development traffic flows have been added to the 2023 with committed development flows to create a 'with development' scenario shown on **Figures TF11/12**.

7.5 Operational Assessments at Key Junctions

7.5.1 Capacity analysis has been undertaken for the key junctions in the Study Area to determine the operation of the surrounding highway network. Operational analysis has been undertaken using the weekday morning and evening peak hour traffic flows and the peak hour traffic generation of the development. This presents a 'worst-case' appraisal.

7.5.2 The following sections describe the results of the baseline assessments, with full outputs provided at **Appendix E**.

Long Copse Lane

- 7.5.3 As set out in Section 5, it is proposed to provide two new priority junctions onto Long Copse Lane to provide access to the site. Operational assessments have been undertaken for the two proposed junctions using TRL's program Junctions 9. The results are presented in **Table 7.4** and **Table 7.5** below with the full results provided at **Appendix F**.

Table 7.4: Proposed Western Long Copse Lane Site Access – 2023 'with development'

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2023 + Committed Development + Development						
Site Access	0.04	0	7	0.02	0	7
Long Copse Lane	0.00	0	5	0.01	0	6

Source: Junctions 9

Table 7.5: Proposed Eastern Long Copse Lane Site Access – 2023 'with development'

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2023 + Committed Development + Development						
Site Access	0.21	<1	8	0.09	<1	7
Long Copse Lane	0.01	0	6	0.02	0	6

Source: Junctions 9

- 7.5.4 The results indicate that the proposed priority junctions onto Long Copse Lane provide ample capacity in the peak hour periods to accommodate the forecast development generated traffic and will operate with negligible queueing and delay.

Wraysbury Park Drive / Long Copse Lane

- 7.5.5 An operational assessment has been undertaken for the existing priority junction of Wraysbury Park Drive onto Long Copse Lane. The TRL program Junctions 9 has been used to assess the capacity of the junction.
- 7.5.6 The results of the operational assessment are presented in **Table 7.6** below with the full results provided at **Appendix F**.

Table 7.6: Operational Assessment for Long Copse Lane / Wraysbury Park Drive Junction

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2023 + Committed Development						
Wraysbury Park Drive	0.04	0	6	0.04	0	6
Long Copse Lane	0.02	0	6	0.03	0	6
2023 + Committed Development + Development						
Wraysbury Park Drive	0.04	0	7	0.05	0	6
Long Copse Lane	0.02	0	6	0.03	0	6

Source: Junctions 9

- 7.5.7** The results demonstrate that the vehicular demand at the Wraysbury Park Drive / Long Copse Lane junction is expected to be accommodated within the existing capacity of the junction. The addition of development traffic results in no material increases in queuing at the junction with minimal increases to delay.

Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road Roundabout

- 7.5.8** The performance of this junction has been considered. A summary of the junction capacity assessment is provided in **Table 7.7**, whilst the full junction modelling outputs are included as **Appendix F**.

Table 7.7: Operational Assessment for Redlands Lane Roundabout

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
2023 + Committed Development						
Redlands Lane	0.23	<1	5	0.11	<1	4
Westbourne Road	0.30	<1	4	0.35	<1	4
New Brighton Road	0.28	<1	4	0.33	<1	5
Southleigh Road	0.32	<1	6	0.31	<1	6
2023 + Committed Development + Development						
Redlands Lane	0.24	<1	5	0.11	<1	4
Westbourne Road	0.30	<1	4	0.35	<1	4

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
New Brighton Road	0.28	<1	4	0.33	<1	5
Southleigh Road	0.32	<1	6	0.30	<1	6

Source: Junctions 9

7.5.9 **Table 7.7** shows that the roundabout is anticipated to have significant spare capacity with minimal queueing and delay in the 2023 'without development' scenario. With the addition of development traffic there is no appreciable impact upon the operation of the junction compared to the 'without development' scenario. Therefore, the operation of this junction has not been considered further.

Hollybank Lane / Southleigh Road Junction

7.5.10 The performance of the above junction has been assessed using Junctions 9. A summary of the junction capacity assessment is provided in **Table 7.8** whilst the full junction modelling outputs are included at **Appendix F**.

Table 7.8: Operational Assessment for Hollybank Lane / Southleigh Road Junction

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2023 + Committed Development						
Hollybank Lane Left out	0.03	0	7	0.02	0	6
Hollybank Lane Right out	0.20	<1	10	0.16	<1	9
Southleigh Road	0.03	0	5	0.05	<1	5
2023 + Committed Development + Development						
Hollybank Lane Left out	0.04	0	8	0.02	0	7
Hollybank Lane Right out	0.44	1	14	0.26	<1	11
Southleigh Road	0.03	0	5	0.05	<1	6

Source: Junctions 9

7.5.11 The results shown in **Table 7.8** show that the junction is currently operating under design capacity on all arms in the morning and evening peak hours in both the 2023 "without" and 2023 "with development" scenarios. With the addition of development traffic this remains the case and there is no appreciable impact in queueing or delay as a result of the development

Southleigh Road / Horndean Road Staggered Crossroads

7.5.12 The performance of the Southleigh Road / Horndean Road crossroads arrangement has been considered using LinSig. LinSig has been used instead of Junctions 9 due to the layout of the junction including storage within the central island for right turners from the minor arm. Junctions 9 is not able to replicate this arrangement accurately and therefore LinSig has been used. A summary of the junction capacity assessment is provided in **Table 7.9** whilst the full junction modelling outputs are included as **Appendix F**.

Table 7.9: Operational Assessment of Southleigh Road / Horndean Road Staggered Crossroads

Arm	AM Peak Hour			PM Peak Hour		
	DoS	Queue (PCUs)	Delays/PCU	DoS	Queue (PCUs)	Delays/PCU
2023 + Committed Development						
Horndean Road (N)	20.8%	<1	1	25.8%	<1	1
Southleigh Road (E)	69.3%	1	9	80.2%	2	16
Horndean Road (S)	18.4%	<1	1	22.6%	<1	1
Southleigh Road (W)	34.6%	<1	4	32.5%	<1	5
2023 + Committed Development + Development						
Horndean Road (N)	21.6%	<1	1	28.0%	<1	1
Southleigh Road (E)	83.3%	2	16	90.4%	4	31
Horndean Road (S)	19.0%	<1	1	24.1%	<1	1
Southleigh Road (W)	36.2%	<1	4	34.4%	<1	6

Source: LinSig

7.5.13 **Table 7.9** shows that the Southleigh Road / Horndean Road junction is anticipated to operate within theoretical capacity in the 2023 'without development' scenario. With the addition of development traffic, the junction continues to operate within theoretical capacity with minimal increases to queueing and delay in the morning and evening peak hours equivalent to one extra queueing vehicle in the morning and two in the evening. Therefore, the development impact at the junction is considered to be negligible and far short of the severe test set by the NPPF.

Emsworth Common Road / Bartons Road / Horndean Road Staggered Crossroads

7.5.14 The performance of the Emsworth Common / Bartons Road staggered crossroads arrangement has been considered using LinSig. LinSig has been used instead of Junctions 9 due to the layout

of the junction including storage within the central island for right turners from the minor arm. Junctions 9 is not able to replicate this arrangement accurately whereas LinSig can more realistically replicate this arrangement. A summary of the junction capacity assessment is provided in **Table 7.10** whilst the full junction modelling outputs are included as **Appendix F**.

Table 7.10: Operational Assessment of Emsworth Common / Horndean Road / Bartons Road Staggered Crossroads

Arm	AM Peak Hour			PM Peak Hour		
	DoS	Queue (PCUs)	Delays/PCU	DoS	Queue (PCUs)	Delays/PCU
2023 + Committed Development						
B2148 Comley Hill (N)	22.6%	<1	1	20.8%	<1	1
Emsworth Common Road (E)	48.4%	1	6	92.5%	5	33
Horndean Road (S)	30.9%	<1	1	25.5%	<1	1
Bartons Road (W)	94.3%	6	41	75.3%	2	13
2023 + Committed Development + Development						
B2148 Comley Hill (N)	22.8%	<1	1	21.5%	<1	1
Emsworth Common Road (E)	48.8%	1	7	94.4%	6	40
Horndean Road (S)	33.8%	<1	1	26.7%	<1	1
Bartons Road (W)	98.1%	9	62	81.8%	2	17

Source: LinSig

7.5.15 The analysis presented in **Table 7.10** identifies that the junction will be operating nearing theoretical capacity in 2023 'without development' on the Bartons Road and Emsworth Common Road arms of the junction in the morning and evening peak hours respectively. All other arms of the junction are forecast to operate well within capacity with minimal queueing and delay. The addition of development traffic results in a maximum increase of three queueing vehicles in the morning and one in the evening peak hours however the junction continues to operate within theoretical capacity.

7.5.16 Irrespective of this it is understood that HCC have previously secured an improvement scheme as part of the Land south of Bartons Road development for this junction which will further enhance its operation in 2023. It is therefore considered that in the context of the minimal development impact presented in **Table 7.10** and that there is an identified and secured improvement scheme at the junction no further work has been undertaken.

7.6 2036 Sensitivity Test

7.6.1 Following pre-application discussions with HCC, it was requested that the scope of assessment was expanded to include a sensitivity test for 2036, the flows for this scenario are included at **Figure TF15/16**. The performance of all junctions has been tested in 2036 with the full junction results provided at **Appendix G**.

7.7 Trip rate validation

7.7.1 In response to a request from elected members at the Developer Consultation Forum (DCF) in April 2018, a series of Automatic Traffic Counts (ATCs) were undertaken at a series of modern completed residential developments near to the site. It was suggested at the DCF that the trip generation assumptions that have been agreed with HCC (and are the basis for this TA) underestimate traffic. The ATCs were installed for one week commencing on 15 May 2018.

- Skylark Avenue, Emsworth – 260 new homes within 500m metres of the site;
- Quinton Fields, Emsworth – 34 new homes within 800m metres of the site; and
- Oaktree Drive / Aubin Wood – 37 new homes within 450m metres of the site.

7.7.2 The ATCs recorded traffic flows from these directly comparable and local sites 24-hours a day for 7 days. The trip rates derived, against those agreed with HCC are shown in **Table 7.11**.

Table 7.11: Trip Rate Comparison

	Morning Peak (08:00 – 09:00)			Evening Peak (17:00 -18:00)		
	In	Out	Two-Way	In	Out	Two-Way
Vehicular Trip Rate derived from TRICS and modal share (per Dwelling)	0.127	0.469	0.596	0.358	0.200	0.558
Skylark Avenue Trip Rate	0.177	0.469	0.646	0.407	0.193	0.601
Quinton Fields Trip Rate	0.118	0.265	0.382	0.235	0.176	0.412
Oaktree Drive/Aubin Wood Trip Rate	0.135	0.297	0.432	0.351	0.216	0.568
Weighted Trip Rate	0.166	0.429	0.595	0.383	0.194	0.578

Source: Consultant's Calculations

7.7.3 **Table 7.11** shows that of the site's surveyed, only one, Skylark Avenue (known as Hampshire Farm) displays a higher trip rate than has been agreed with HCC for the development site.

7.7.4 The difference in trip rate compared to that used at the development site (per dwelling) is just 0.050 and 0.043 in the morning and evening peak hours respectively. In practice, this would equate to an additional 13 vehicles in the morning and 11 vehicles in the evening peak hours should the higher trip rate be used. The weighted average of the trip rates displayed at the surveyed sites is lower than that which has been agreed with HCC for the development site.

7.7.5 In summary, this further locally derived survey work demonstrates that the agreed trip rates a sound and accurate basis for assessing the traffic impact of the proposed development.

7.8 Wraysbury Park Drive sensitivity test

7.8.1 Following pre-application discussions with HCC it was requested that a sensitivity test be undertaken as to the impact of development traffic on Long Copse Lane if Wraysbury Park Drive were to be closed off to vehicular traffic in the future, something which is understood to be an aspiration of HCC.

7.8.2 In order to undertake this assessment, traffic currently using the Wraysbury Park Drive / Long Copse Lane junction has been redistributed to account for a scenario where Wraysbury Park Drive was closed to traffic at its northern end. In order to redistribute traffic the following assumptions have been made:

- All vehicles previously travelling west on Long Copse Lane and turning left into Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and onto Southleigh Road East;
- All vehicles travelling east on Long Copse Lane and turning right into Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and onto Southleigh Road East;
- All vehicles turning left out of Wraysbury Park Drive onto Long Copse Lane Westbound have been redistributed south onto Redlands Lane and west on Southleigh Road; and
- All vehicles turning right out of Wraysbury Park Drive onto Long Copse Lane Eastbound have been redistributed onto Redlands Lane and east on Westbourne Road.

7.8.3 As a result of this redistribution exercise it is anticipated that there would be an increase in the turning movements at the Redlands Lane / Westbourne Road / New Brighton Road / Southleigh

Road roundabout as well as the Hollybank Lane / Southleigh Road junction. Therefore, the operational assessments for these junctions have been re-run for the most robust scenario i.e. 2036 with committed and development where the above assumptions result in the maximum number of re-routing vehicles.

Table 7.12: Operational Assessment for Redlands Lane Roundabout

	Morning Peak			Evening Peak		
	RFC	Queue (PCUs)	Delay (s)	RFC	Queue (PCUs)	Delay (s)
2036 + Committed Development + Development						
Redlands Lane	0.29	<1	6	0.15	<1	5
Westbourne Road	0.33	1	4	0.39	1	5
New Brighton Road	0.31	<1	5	0.37	1	5
Southleigh Road	0.39	1	7	0.38	1	7

Source: Junctions 9

Table 7.13: Operational Assessment for Hollybank Lane / Southleigh Road Junction

Arm	AM Peak Hour			PM Peak Hour		
	RFC	Queue (PCUs)	Delay (s/PCU)	RFC	Queue (PCUs)	Delay (s/PCU)
2036 + Committed Development + Development						
Hollybank Lane Left out	0.09	<1	9	0.08	<1	7
Hollybank Lane Right out	0.48	1	15	0.29	<1	12
Southleigh Road	0.03	0	5	0.07	<1	5

Source: Junctions 9

7.8.4 **Table 7.12** and **7.13** demonstrate that even in a worst-case assessment where traffic is redistributed following full buildout of the proposed site at the end of the Local Plan period the two junctions which have the potential to be impacted continue to operate well within capacity with minimal queueing or delay. On this basis no further work has been undertaken to assess the traffic impact of the closure of Wraysbury Park Drive.

7.8.5 Furthermore, to assist HCC's aspiration for the closure of Wraysbury Park Drive a potential scheme of works to facilitate its closure has been prepared and is shown on **drawing ITB13525-GA-020**, this has been prepared for HCC to consider developing and implementing as part of its forward programme of county-wide transport schemes.

7.9 Highways England (HE)

7.9.1 As part of pre-application discussions Highways England were approached to set out the development impact at the A259 / A27 dumbbell roundabouts, i.e. the nearest part of the SRN located approximately 3km west of the site.

7.9.2 In order to undertake an assessment of the development impact, the development distribution was extended to include these junctions, whilst a full MCC and queue length count was undertaken in June 2018 to provide baseline data for the junction. These survey counts were 'growthed' to 2036 using unadjusted TEMPRO growth rates due to the junctions being located a significant distance from the committed development allowed for on the local network

7.9.3 Using the above, the following development impacts have been calculated.

Table 7.14: A27 Northern Dumbbell Roundabout

Entry Arm	Morning Peak (0800-0900)			Evening Peak (1615-1715)		
	2036 Base Traffic	Devt. Traffic	% Impact	2036 Base Traffic	Devt. Traffic	% Impact
A27 On-Slip	-	-	-	-	-	-
Emsworth Road (S)	296	0	0.0%	308	0	0.0%
A27 Off-Slip	1134	10	0.9%	1512	28	1.9%
Emsworth Road	592	1	0.2%	594	2	0.3%
Total	2022	11	0.5%	2414	30	1.2%

Source: Consultant's Calculations

Table 7.15: A27 Southern Dumbbell Roundabout

Entry Arm	Morning Peak (0800-0900)			Evening Peak (1615-1715)		
	2036 Base Traffic	Devt. Traffic	% Impact	2036 Base Traffic	Devt. Traffic	% Impact
A27 Off-Slip	106	0	0.0%	123	0	0.0%
A259 Havant Road	1113	37	3.3%	1077	16	1.5%
Church Lane	12	0	0.0%	20	0	0.0%
A27 On Slip	-	-	-	-	-	-
Emsworth Road	1334	11	0.8%	1560	29	1.9%
Total	2565	48	1.9%	2780	45	1.6%

Source: Consultant's Calculations

7.9.4 On the basis of the above analysis and the existing situation at the junction, Highways England (HE) have confirmed in writing that they do not require any further analysis. Subsequent contact was made with HE in 2021 to ensure that their position had not changed on the above point. HE confirmed on 29 April 2021 that on its own merits the proposal does not impact the A27 Warblington Junction significantly.

7.10 West Sussex County Council (WSCC)

7.10.1 In addition to correspondence with HE, HCC requested that contact was made with WSCC due to the site's location relative to the county boundary situated at the eastern end of Long Copse Lane.

7.10.2 As part of this the development impact on WSCC's network was quantified at 22 two-way movements through the North Street junction in the morning peak and 26 two-way movements in the evening peak. WSCC's Transport Assessment methodology document identifies that the threshold requiring assessment is where there is an increase of some 30 two-way movements. This has subsequently been relaxed to 50 movements where no congestion is experienced which based upon our on-site observations is the case at the North Street / Long Copse Lane junction.

7.10.3 Following provision of information to WSCC they have agreed that no junction modelling is required.

7.10.4 WSCC did request that consideration of the ability of cars to pass one another on the eastern section of Long Copse Lane be included in the TA. Drawing **ITB13525-GA-019** shows the existing inter-visible passing places on Long Copse Lane in the WSCC area.

7.10.5 On the basis of the very low existing traffic flows, the minimal increase arising from the development (one extra vehicle every three minutes), the existence of no recorded accidents anywhere on Long Copse Lane in the last seven year period, it is concluded that the section of Long Copse Lane in the WSCC area will continue to provide a safe and suitable highway environment for traffic with the development in place.

7.10.6 Additional correspondence was held with WSCC in April 2021 to understand whether their position had changed since the correspondence in 2018. WSCC confirmed on 7 April 2021 that the assessment undertaken and **ITB13525-GA-019** remained suitable given the low speeds on Long Copse Lane.

7.11 Summary

- 7.11.1 In accordance with the agreed scope, the traffic impact of the proposed development has been considered on the local highway network in the vicinity of the site.
- 7.11.2 The traffic generation parameters for the proposed development have been discussed and agreed with HCC as part of the pre-application discussions and are set out in the Transport Assessment Scoping Report (i-Transport report reference: ITB13525-002 R) and revised in accordance with HCC's pre-application feedback. The development is anticipated to generate a maximum of 155 two-way vehicle movements during the weekday peak hour periods, equating to up to three extra vehicle movements per minute.
- 7.11.3 The development traffic has been assigned to the local highway network using a distribution based on a combination of the 2011 Census Travel to Work Data (for the proportion of peak hour trips that are work journeys) and a gravity model (for other journey purposes). The distribution and assignment of development generated traffic has been discussed and agreed with HCC as part of pre-application discussions.
- 7.11.4 Operational assessments have been undertaken at a number of off-site junctions for the 2023 "without development" and 2023 "with development" scenarios. This has demonstrated that the development can be accommodated on the local highway network in the 2023 'with development' scenario without materially impacting upon the operation of nearby junctions.
- 7.11.5 Against this background, the development generated traffic can be accommodated on the local highway network and the residual impacts of the development falls short of the "severe" test set by the National Planning Policy Framework.

SECTION 8 SUMMARY

8.1 Summary

Background

- 8.1.1 Land and Partners propose to develop up a residential scheme of C3 dwellings on land north of Long Copse Lane, Emsworth. The application area forms the eastern part of a wider emerging allocation for 260 dwellings and the proposals have been designed sympathetically to the remainder of the allocation should it come forward in the future.

Policy Context

- 8.1.2 The NPPF confirms that there is a presumption in the favour of sustainable development. Taken together, national and local transport planning policy requires new development to be accessible by a range of modes of transport including walking, cycling and public transport, so as to minimise the number and length of car journeys.
- 8.1.3 Safe and suitable access to sites should be achieved for all people. Account should be taken of whether the opportunities for sustainable transport modes have been taken up, depending on the nature and location of the site, to ensure the need to travel will be minimised and the use of sustainable transport modes can be maximised. The assessment should take account of whether improvements can be undertaken within the transport network that cost-effectively limit the significant impacts of the development and that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Existing Conditions

- 8.1.4 The site is located to the north of Long Copse Lane, Emsworth and currently comprises of open land. Long Copse Lane is a single carriageway road c.4m in width and subject to a 30mph speed limit in the vicinity of the site access for both the proposed site and the western access for the wider allocation.
- 8.1.5 There are footways provided in Wraysbury Park Drive, Redlands Lane and on Hollybank Lane west of the site which provide continuous walking routes south into Emsworth, Westbourne and New Brighton Road for onward connections to shops, leisure facilities and local bus services.

- 8.1.6 Local roads including Long Copse Lane, Hollybank Lane, Southleigh Road and New Brighton Road are suitable for use by cyclists within the carriageway. NCN route 2 provides an east/west connection approximately 1.5km south of the site between Havant, Warblington and Portsmouth to the west and Chichester to the east. Cycle trips can therefore be accommodated on and off the carriageway. The residential nature of roads surrounding the site are well suited to cycling.
- 8.1.7 There is a regular bus service operating within approximately 750m of the site which provides regular services to Rowlands Castle and Emsworth including onward connections to the rail network for trips further afield. The railway network can be accessed via Emsworth station some 1.9km south of the site which provides regular connections to higher order destinations.
- 8.1.8 The site is well located to the local highway network. Long Copse Lane provides a connection to Southleigh Road from which users can route north on Horndean Road, south towards the A259 and the A27 and east towards Westbourne and Chichester.
- 8.1.9 Injury accident data has been checked and obtained in the vicinity of the proposed site accesses for the latest available seven-year period and there have been no recorded accidents.

Proposed Site Access Arrangements, Site Layout, Parking and Refuse Collection Arrangements

- 8.1.10 Access to the site is proposed via a priority junction onto Long Copse Lane along the southern boundary of the site, carefully located to prevent any significant tree loss. A series of local highway improvements are also proposed to improve the road width and pedestrian and cycle facilities whilst also seeking to limit highway interventions to the lane.
- 8.1.11 The proposed site access and associated works as part of both this site and the wider allocation have been agreed with HCC through their S278 Design Check process. The scheme is supported by a Stage 1 Road Safety Audit, Arboriculture Report, Ecology Report, Drainage Report and civil engineering inputs. The agreed access works include a substantial local drainage solution.
- 8.1.12 The illustrative site layout makes adequate provision for refuse vehicles. Future reserved matters applications will deal with the provision of car and cycle parking, which would be provided having regard to current standards or any other subsequent standards that may be adopted at that time.

- 8.1.13 Against this background, the proposed access arrangements are in accordance with draft local and national policy requirements and have been refined in accordance with HCC's advice.

Promoting Sustainable Transport

- 8.1.14 There are a number of everyday local services and facilities within Emsworth to accommodate the day to day needs of future residents that can be easily accessed from the site on foot or by public transport for future residents including a convenience store, doctors' surgery, primary school and public house.
- 8.1.15 A number of other destinations further afield can be accessed by foot, the national cycle network or by public transport to satisfy the main reasons for making a journey.
- 8.1.16 The nearest bus stops to the site are located on Southleigh Road within 800m of the site. The principal bus route serving these stops is the 27 service which provides a regular service every two hours between Rowlands Castle, Emsworth and Havant for access to a wider range of facilities and services. This service also provides a connection to Emsworth rail station for access to higher order destinations including London Victoria, Southampton, Brighton and Chichester. Discussions have taken place with the bus operator as requested by HCC.
- 8.1.17 A Travel Plan (Report Ref: **ITB13525-005 R**) to promote sustainable lifestyles amongst new residents through reducing the need to travel by private car will be secured through a Section 106 Agreement or suitably worded condition.
- 8.1.18 A series of local walking and cycling improvements have been identified and will be delivered as part of the development.
- 8.1.19 Taken together, the analysis in this section demonstrates that future residents of the site will have appropriate opportunity to access a range of destinations by a choice of travel modes. In transport terms, the site is suitably located to provide sustainable development in accordance with the guidance set out in the NPPF.

Traffic Impact

- 8.1.20 In accordance with the agreed scope, the traffic impact of the proposed development has been considered on the local highway network in the vicinity of the site.
- 8.1.21 The traffic generation parameters for the proposed development have been discussed and agreed with HCC as part of the pre-application discussions and are set out in the Transport

Assessment Scoping Report (i-Transport report reference: **ITB13525-002 R**) and revised in accordance with HCC's pre-application feedback. The development is anticipated to generate a maximum of 155 two-way vehicle movements during the weekday peak hour periods, equating to up to three extra vehicle movements per minute.

- 8.1.22 The development traffic has been assigned to the local highway network using a distribution based on a combination of the 2011 Census Travel to Work Data (for the proportion of peak hour trips that are work journeys) and a gravity model (for other journey purposes). The distribution and assignment of development generated traffic has been discussed and agreed with HCC as part of pre-application discussions.
- 8.1.23 Operational assessments have been undertaken at a number of off-site junctions for the 2023 "without development" and 2023 "with development" scenarios. This has demonstrated that the development can be accommodated on the local highway network in the 2023 'with development' scenario without materially impacting upon the operation of nearby junctions.
- 8.1.24 Detailed assessment work has been carried out following pre-application engagement with both WSCC and HE and the outcome of that work on the WSCC network at the A27(T) / A259 junction has been agreed with both these highway authorities. In addition, and in accordance with specific requests from the DCF, further local assessment work has been completed to validate the trip rates used for this TA.
- 8.1.25 Against this background, the development generated traffic can be accommodated on the local highway network and the residual impacts of the development falls short of the "severe" test set by the National Planning Policy Framework.

8.2 Conclusions

- 8.2.1 Having regard to the analysis contained in this document, it is concluded that there are no highway or transport reasons for preventing to the proposed development coming forward and the development proposal includes (ref: NPPF paragraph 110):
- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users; and

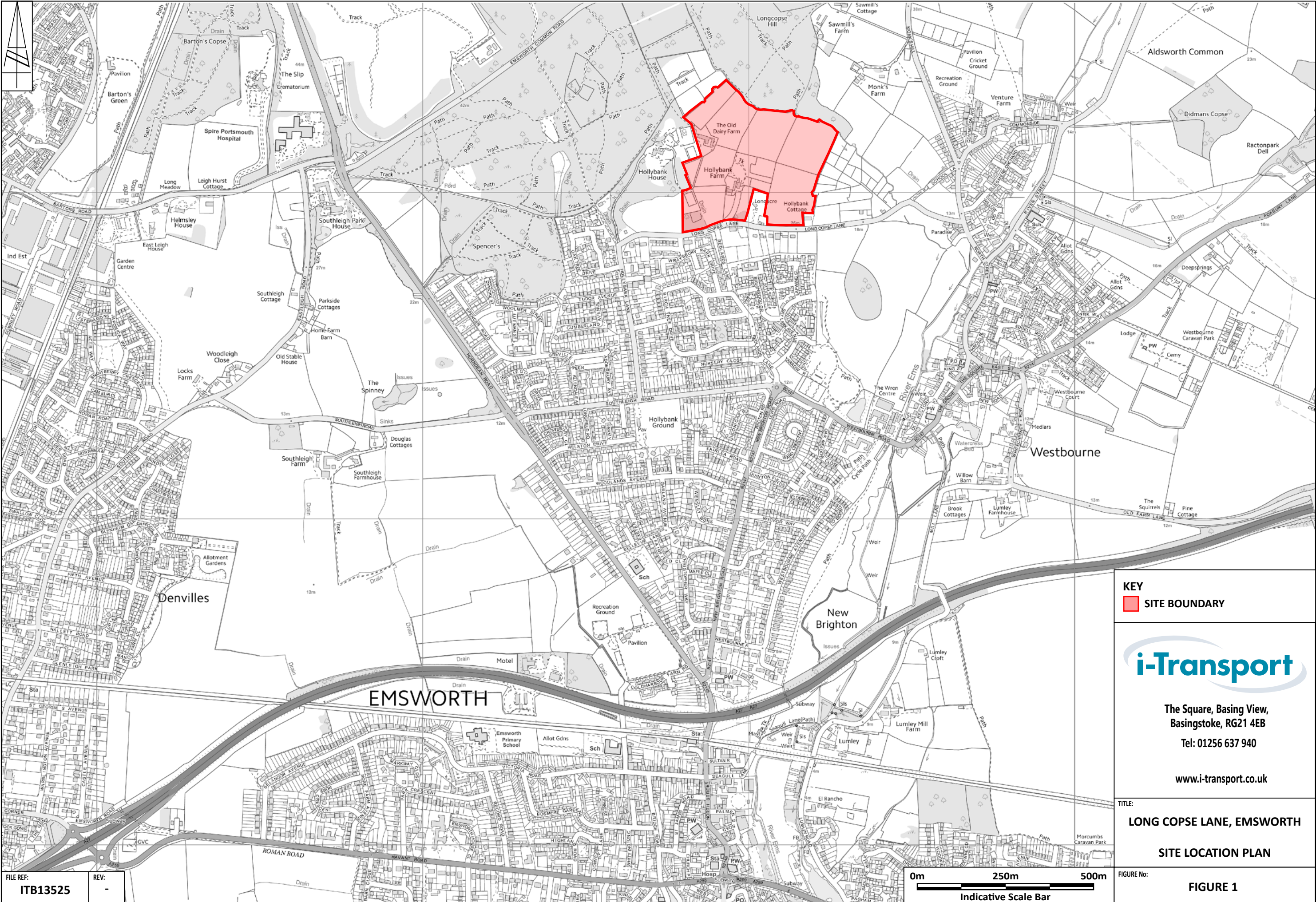
- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

8.2.2 To be specific, it is clear that the traffic impact of the scheme will not be severe; safe and suitable access will be provided; and that opportunities for sustainable travel have been taken up. Furthermore, the scheme will deliver the following benefits:

- a Improvements to Long Copse Lane including better road geometry, forward visibility and carriageway width;
- b A major surface and highway water drainage solution that will address an existing localised flooding problem;
- c Improved pedestrian and cycle crossing facilities on Long Copse Lane, Wraysbury Park Drive and Redlands Lane;
- d Improved pedestrian and cycle facilities in Redlands Lane;
- e The opportunity for HCC to consider further improvement works (which have been designed by the applicant) in Wraysbury Park Drive;
- f A Travel Plan to encourage residents to reduce car use and utilise sustainable transport options; and
- g New homes in a sustainable location.

8.2.3 On this basis, there is no reason to prevent the application on transport grounds.

FIGURES



FILE REF:
ITB13525

REV:
-

KEY
SITE BOUNDARY

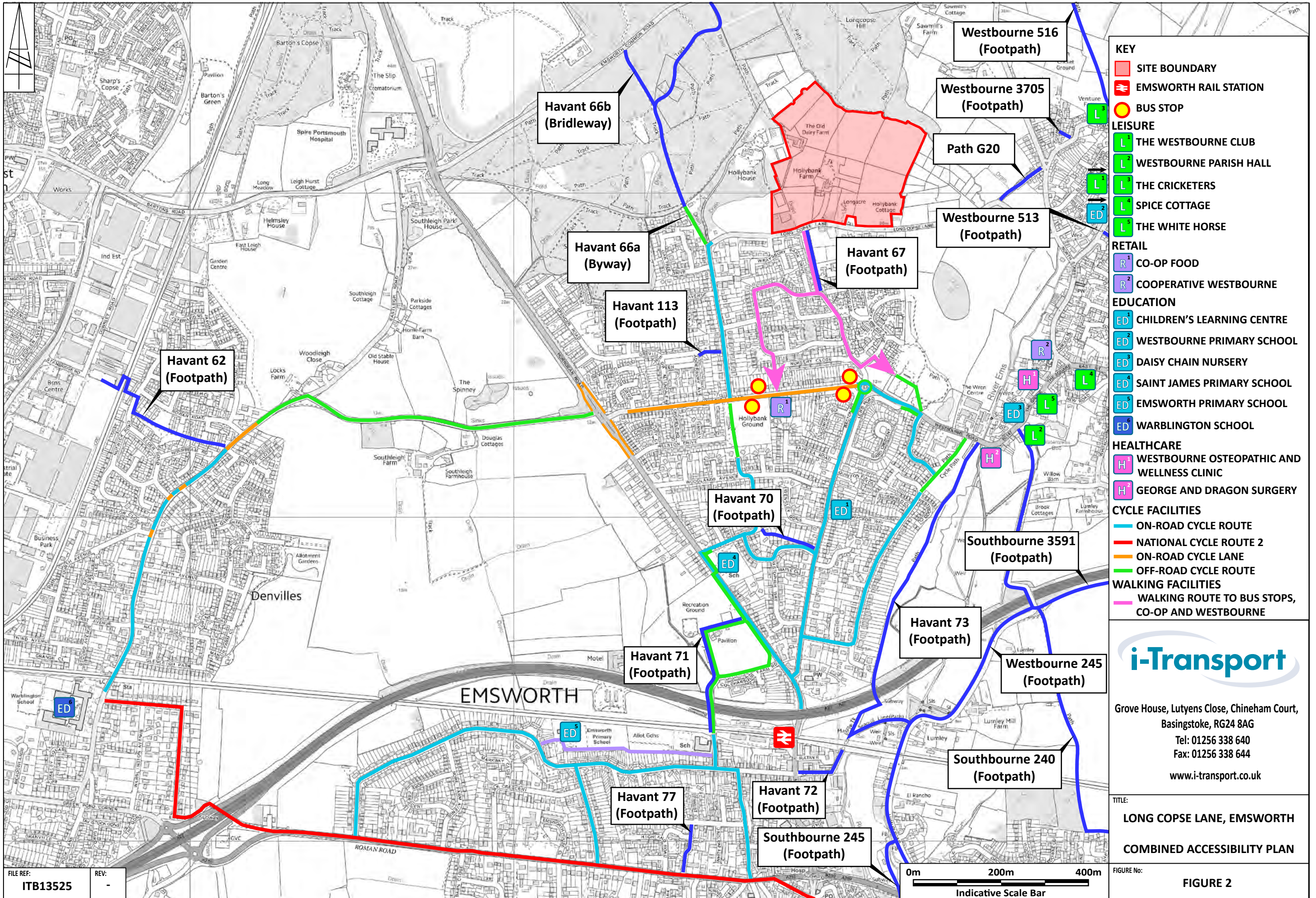
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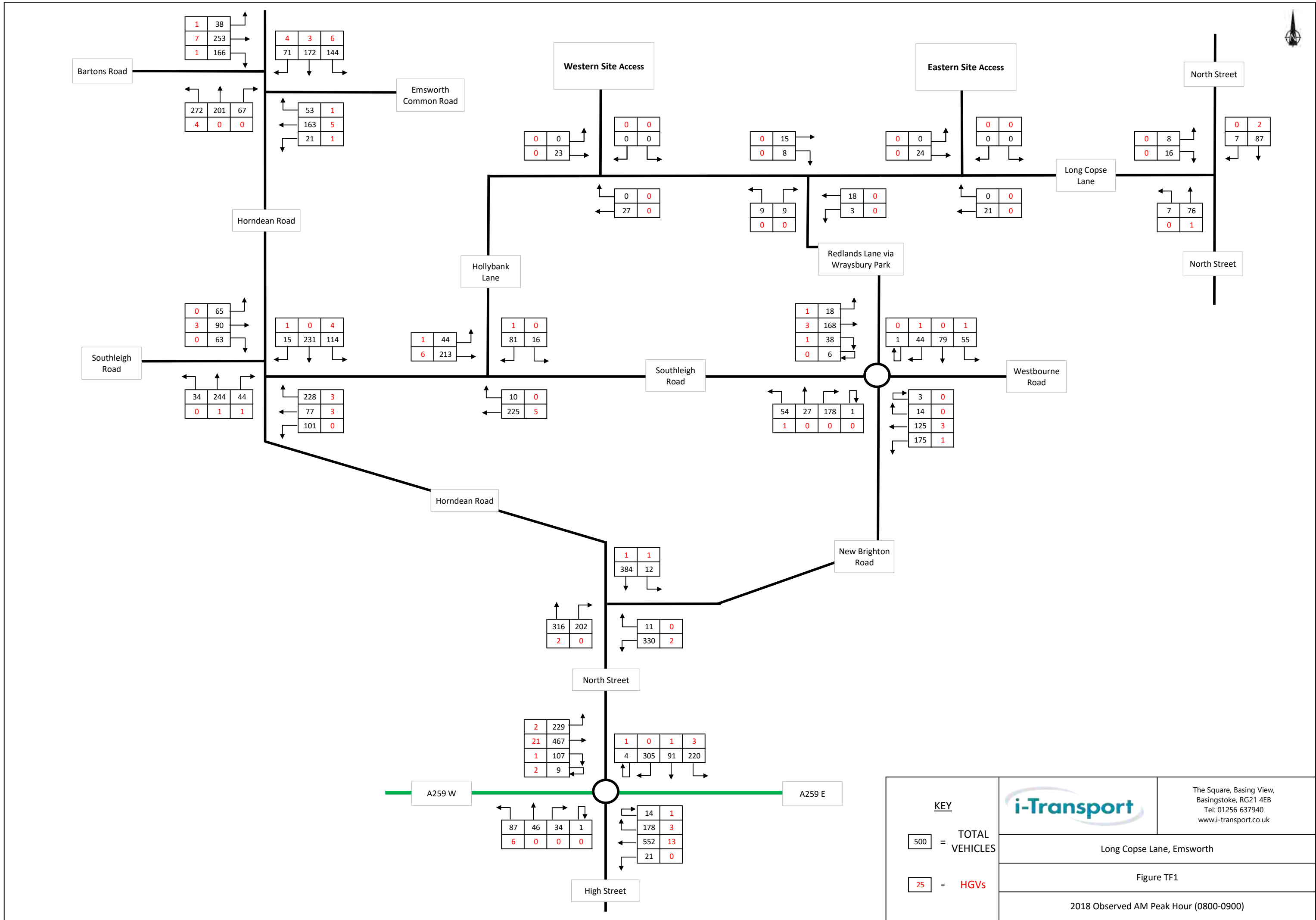
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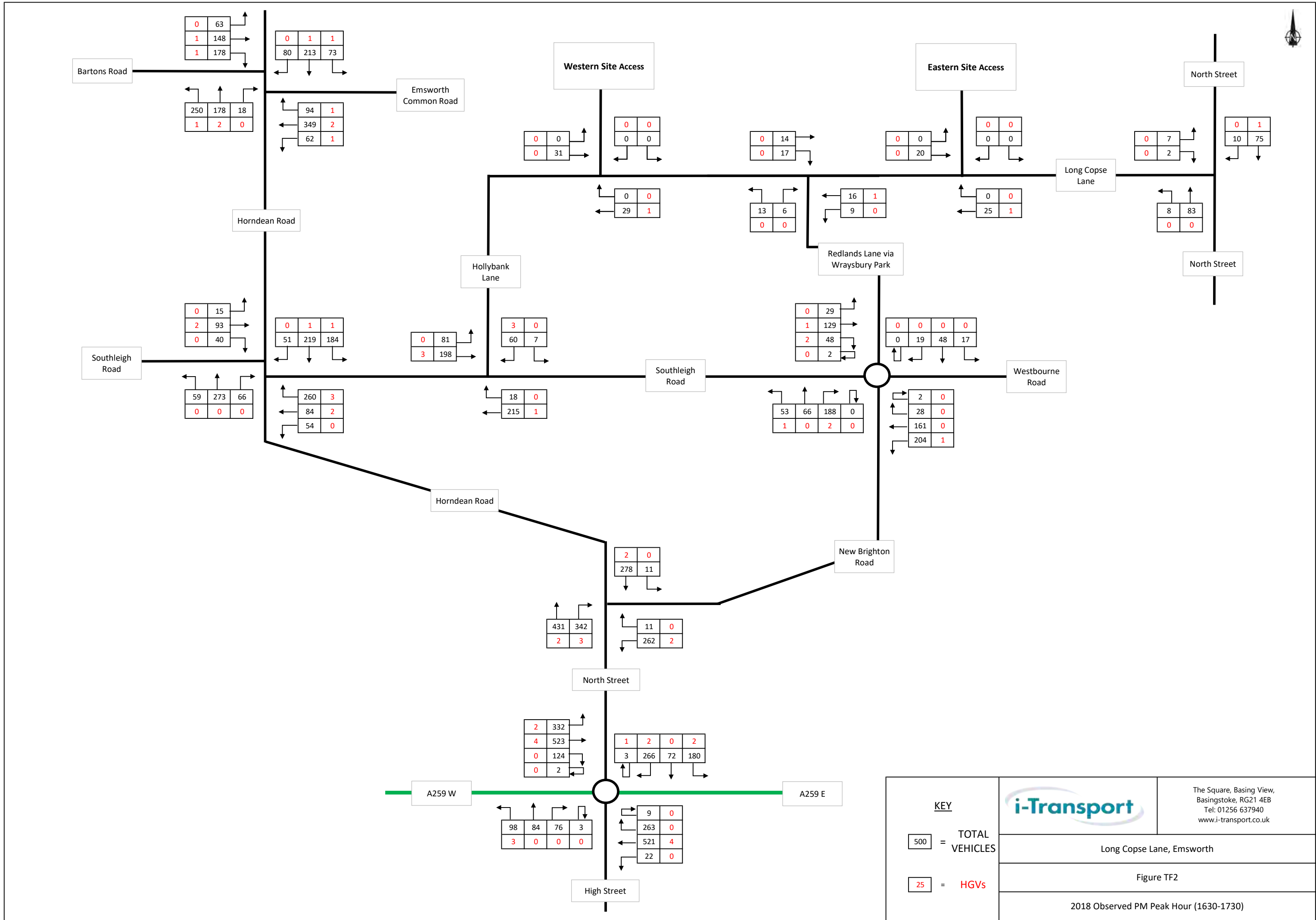
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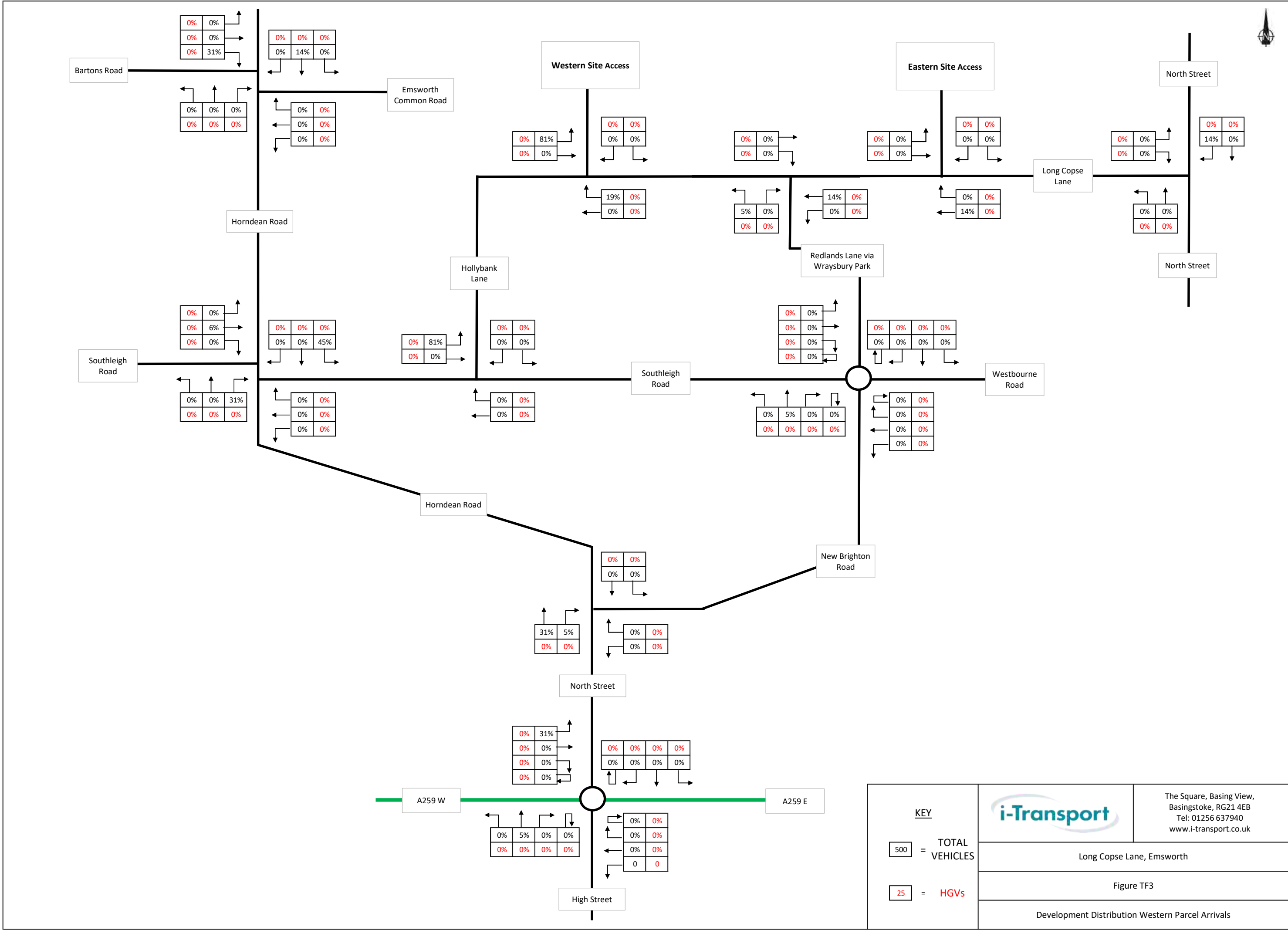
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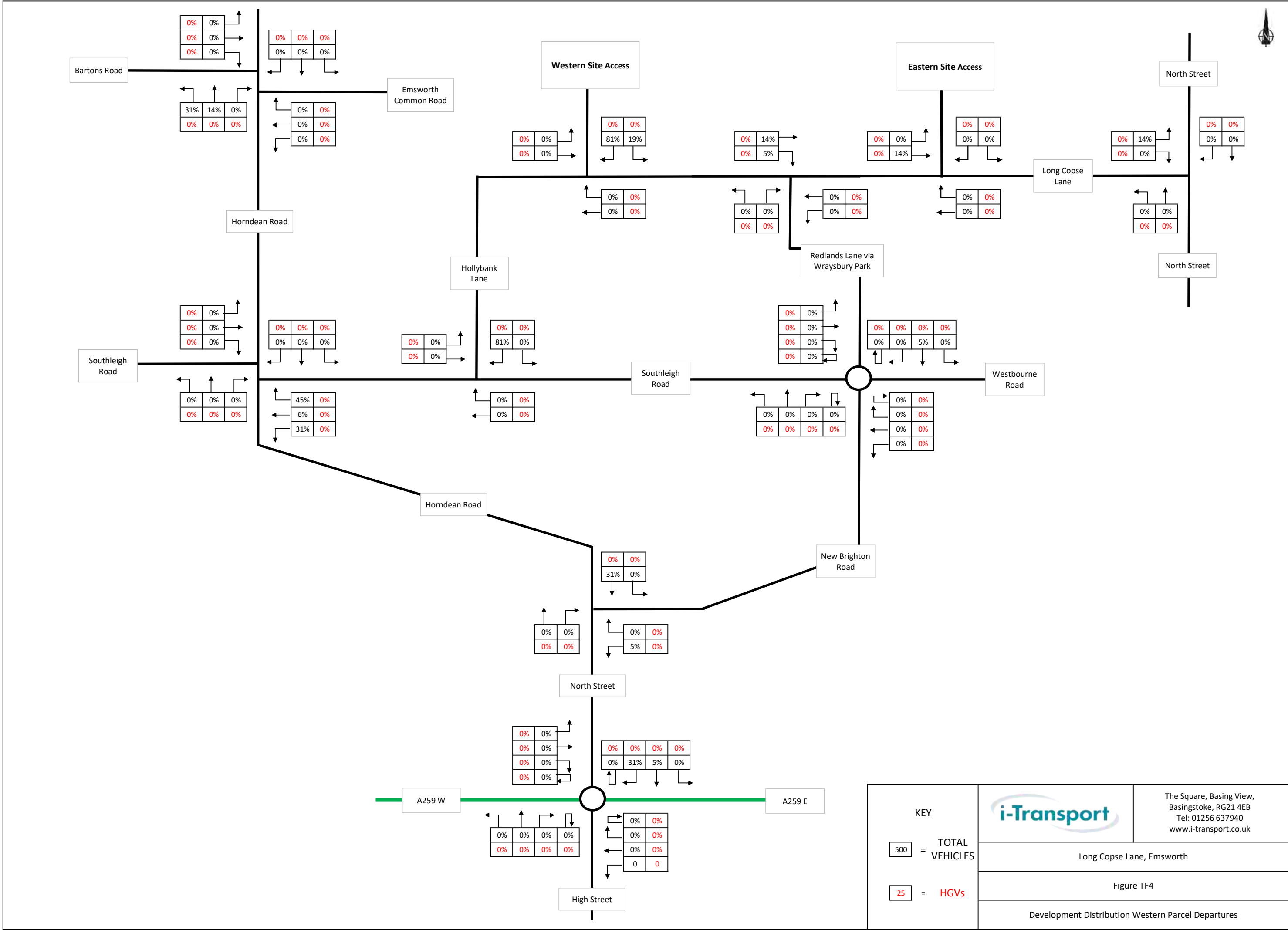
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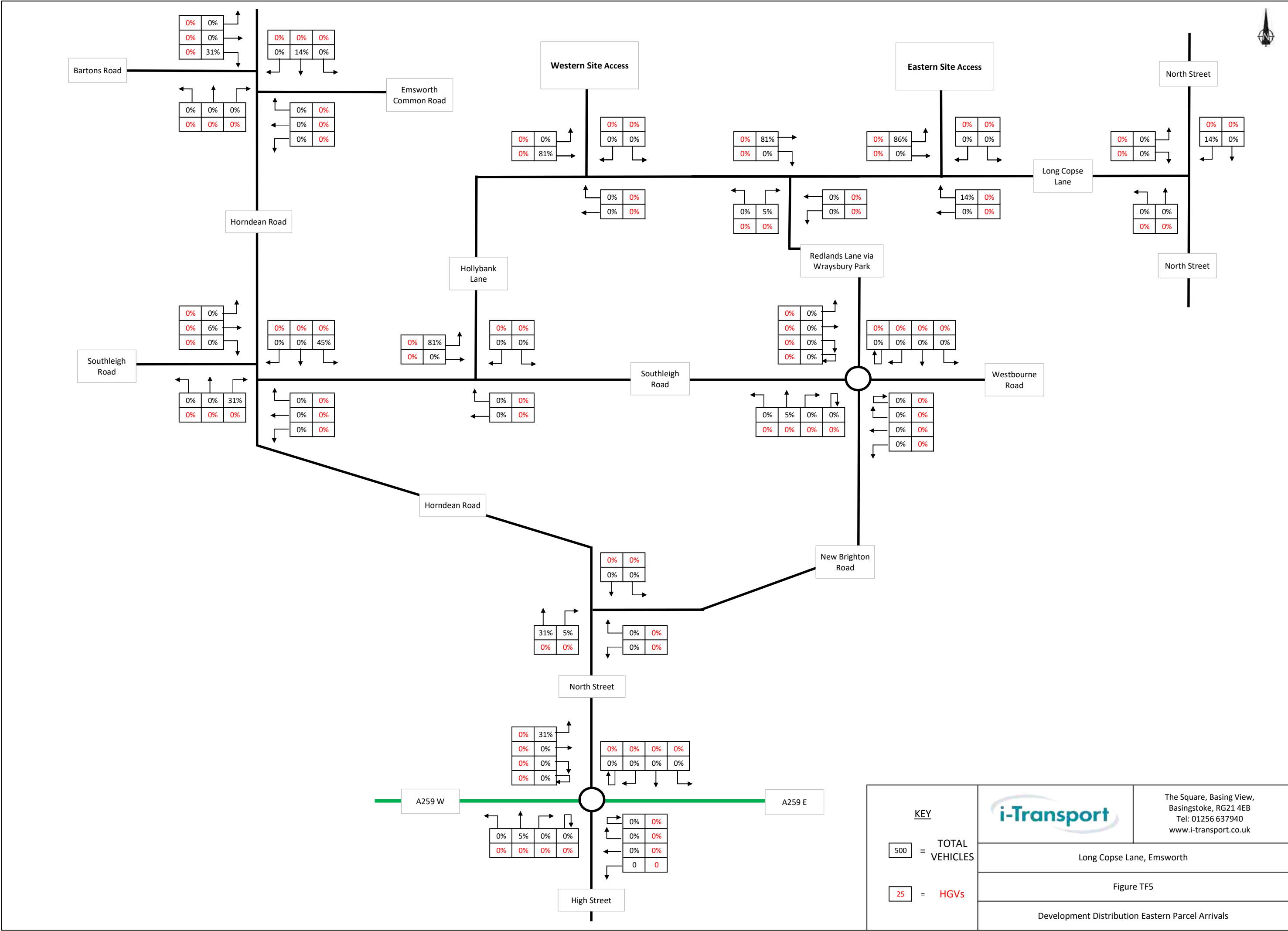


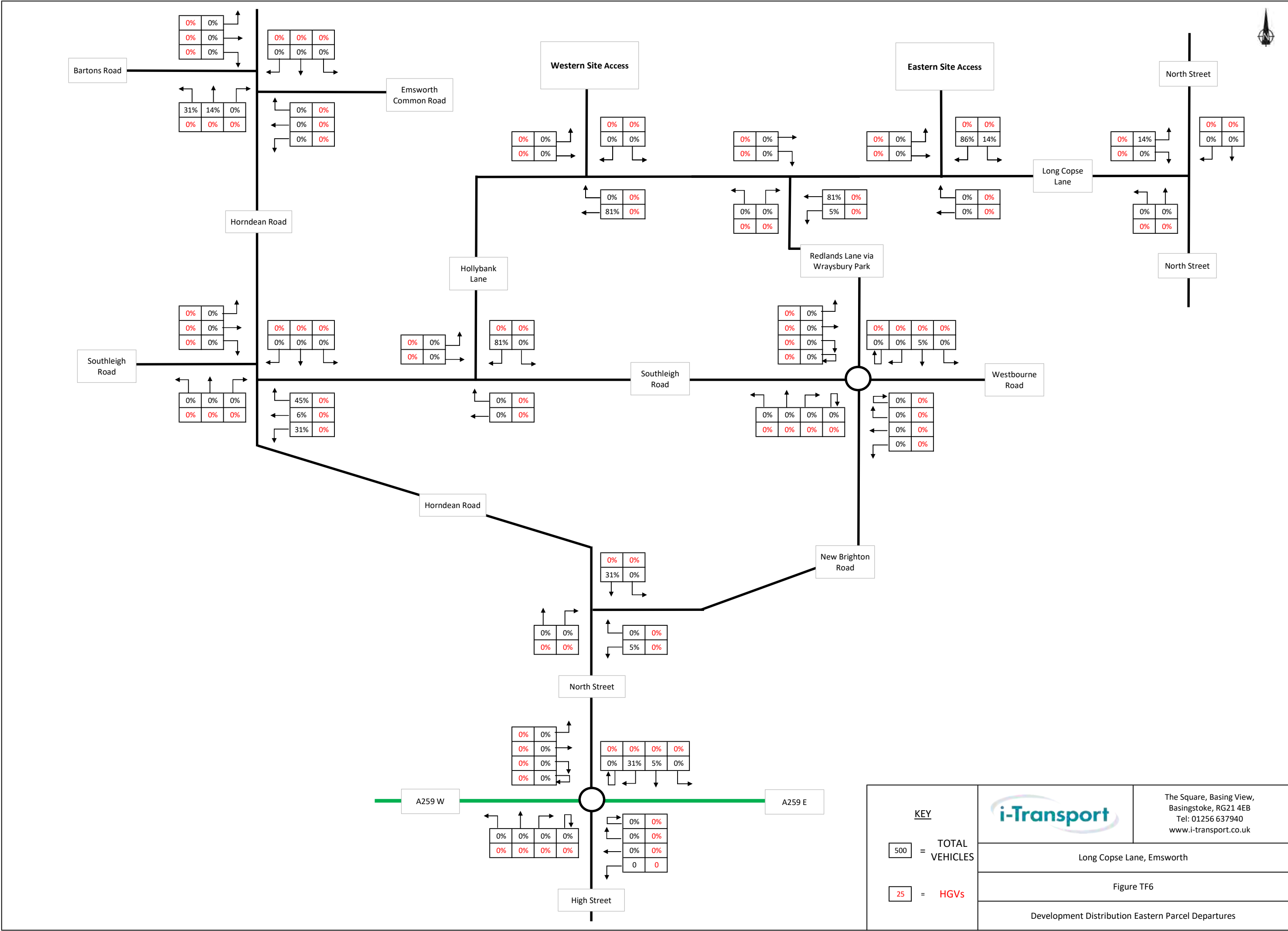


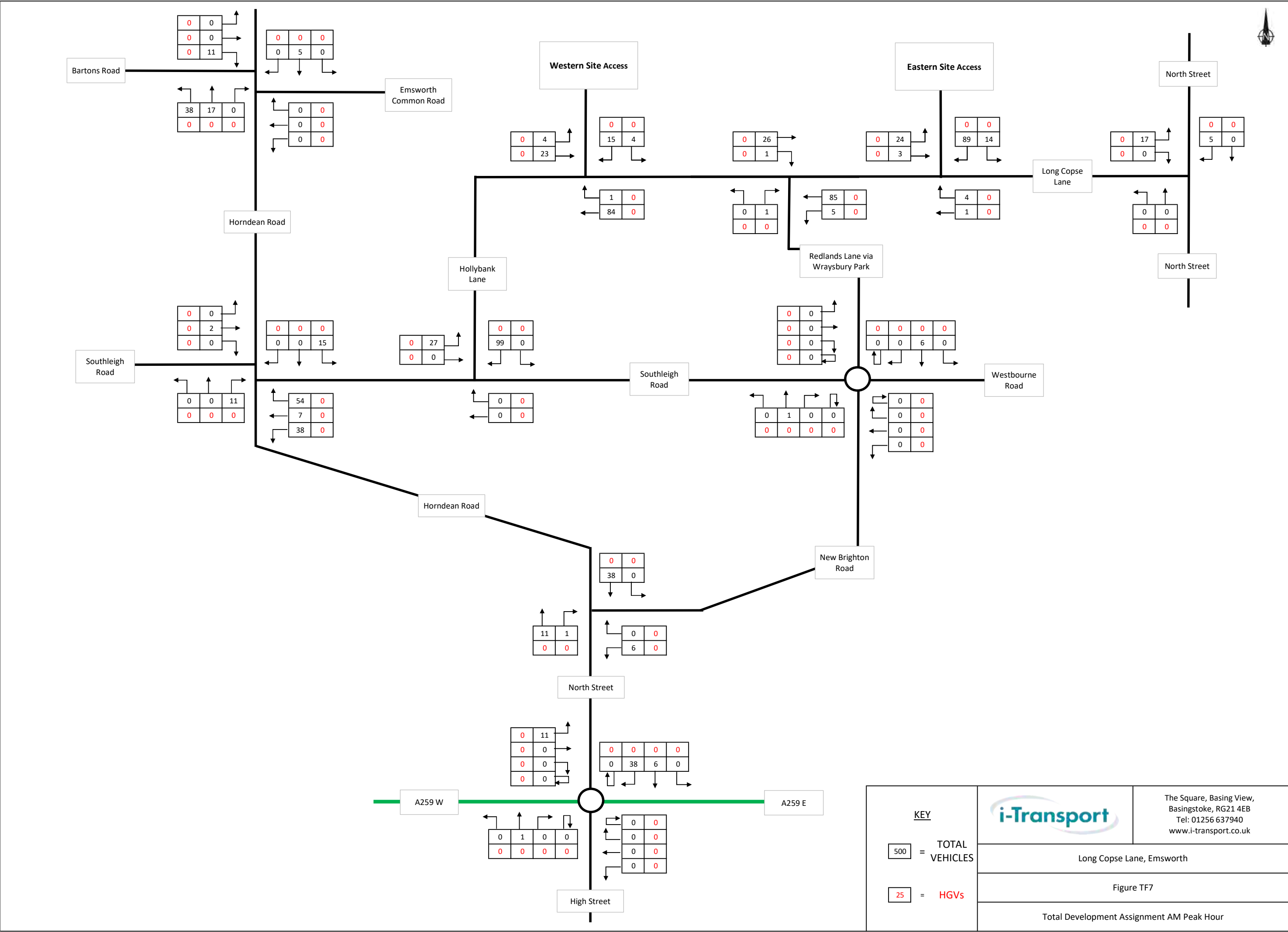


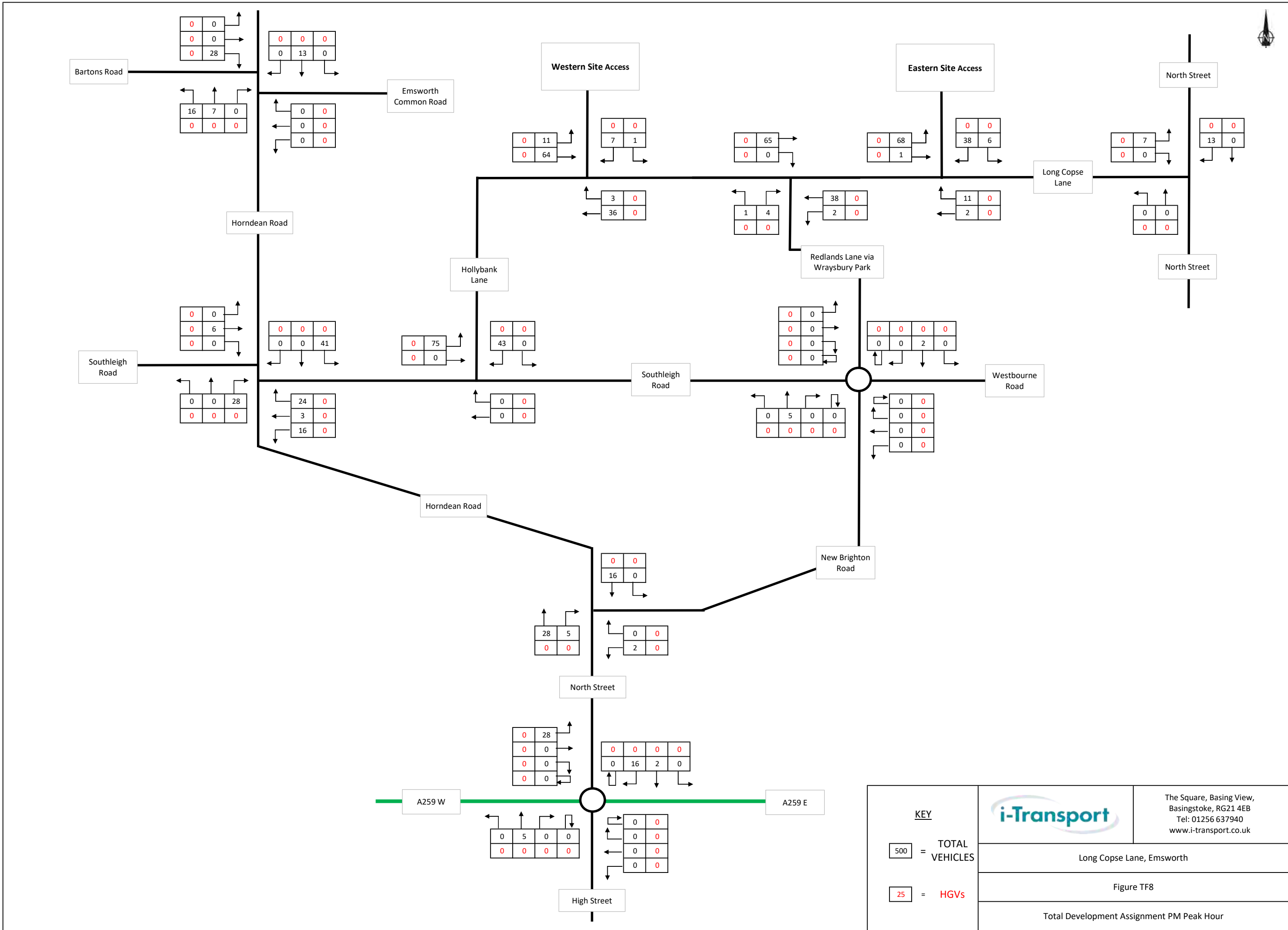


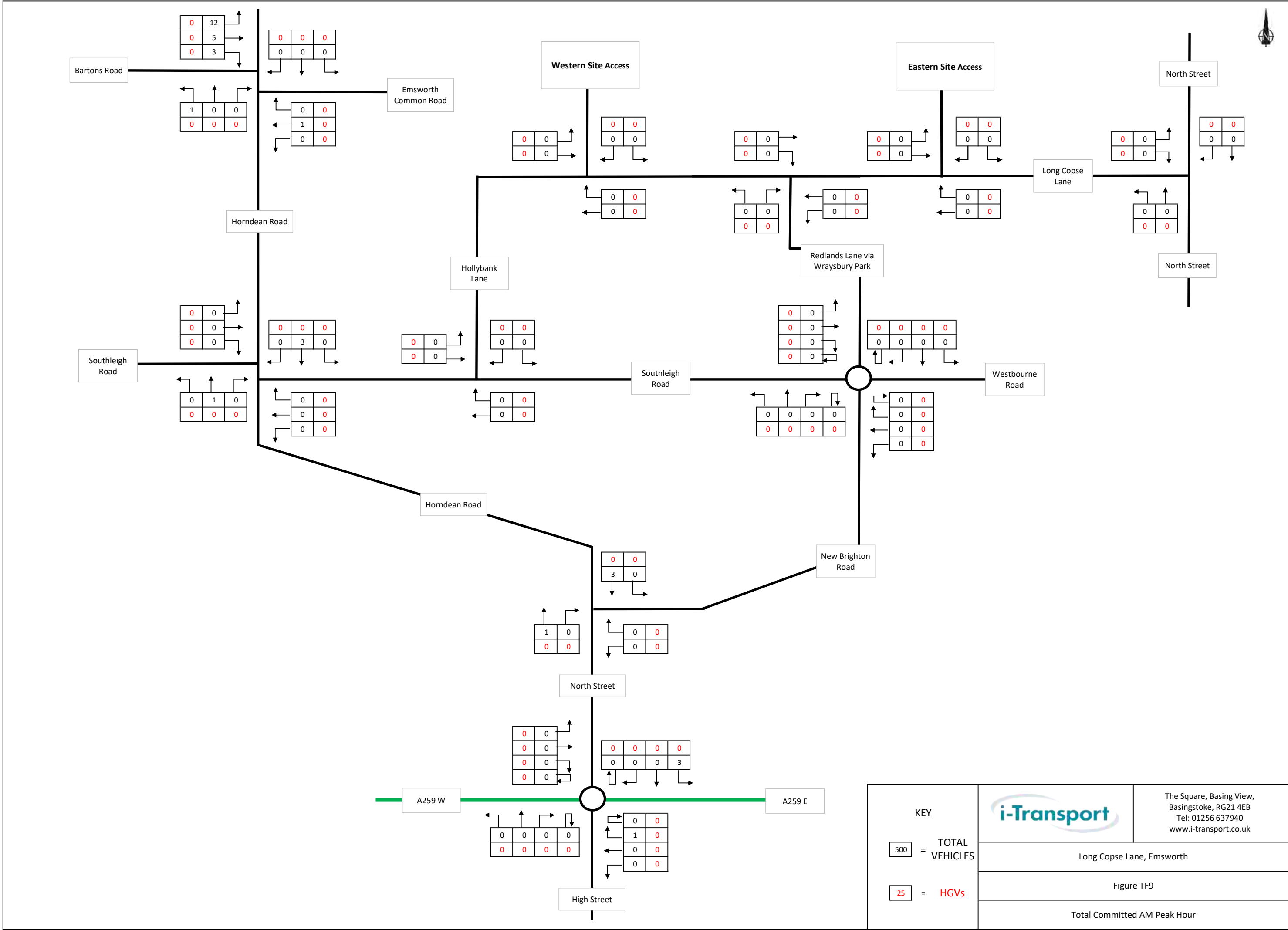


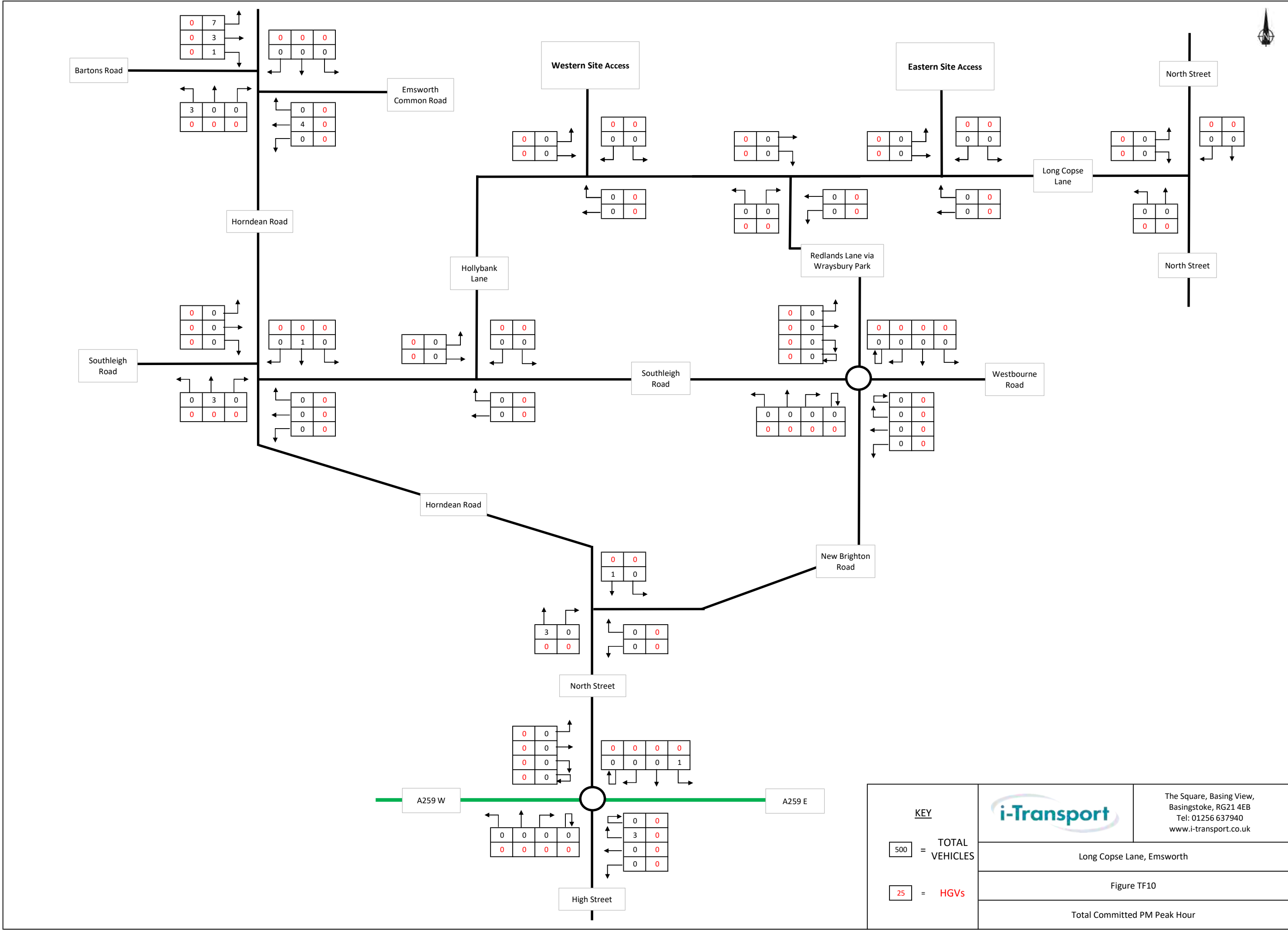


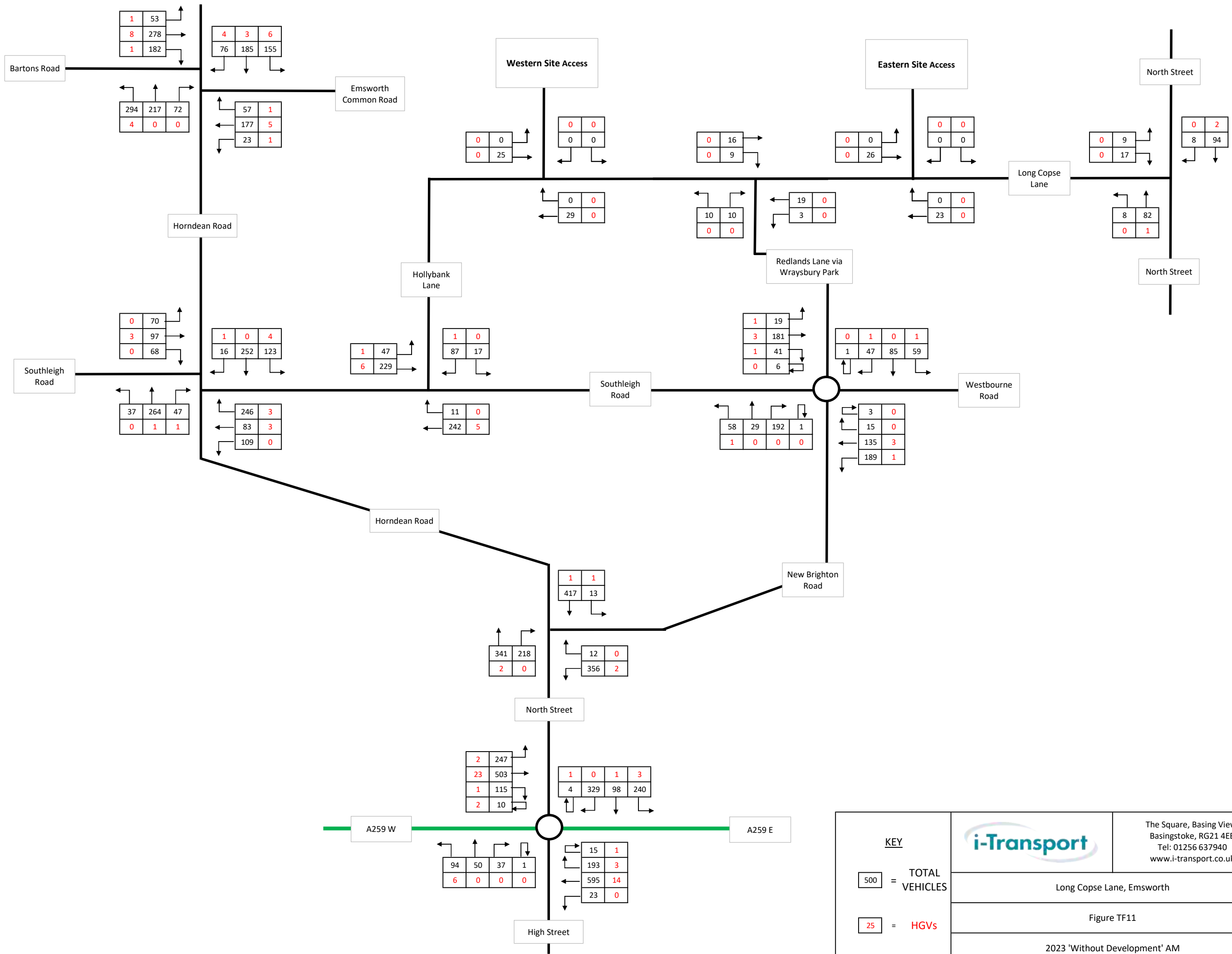




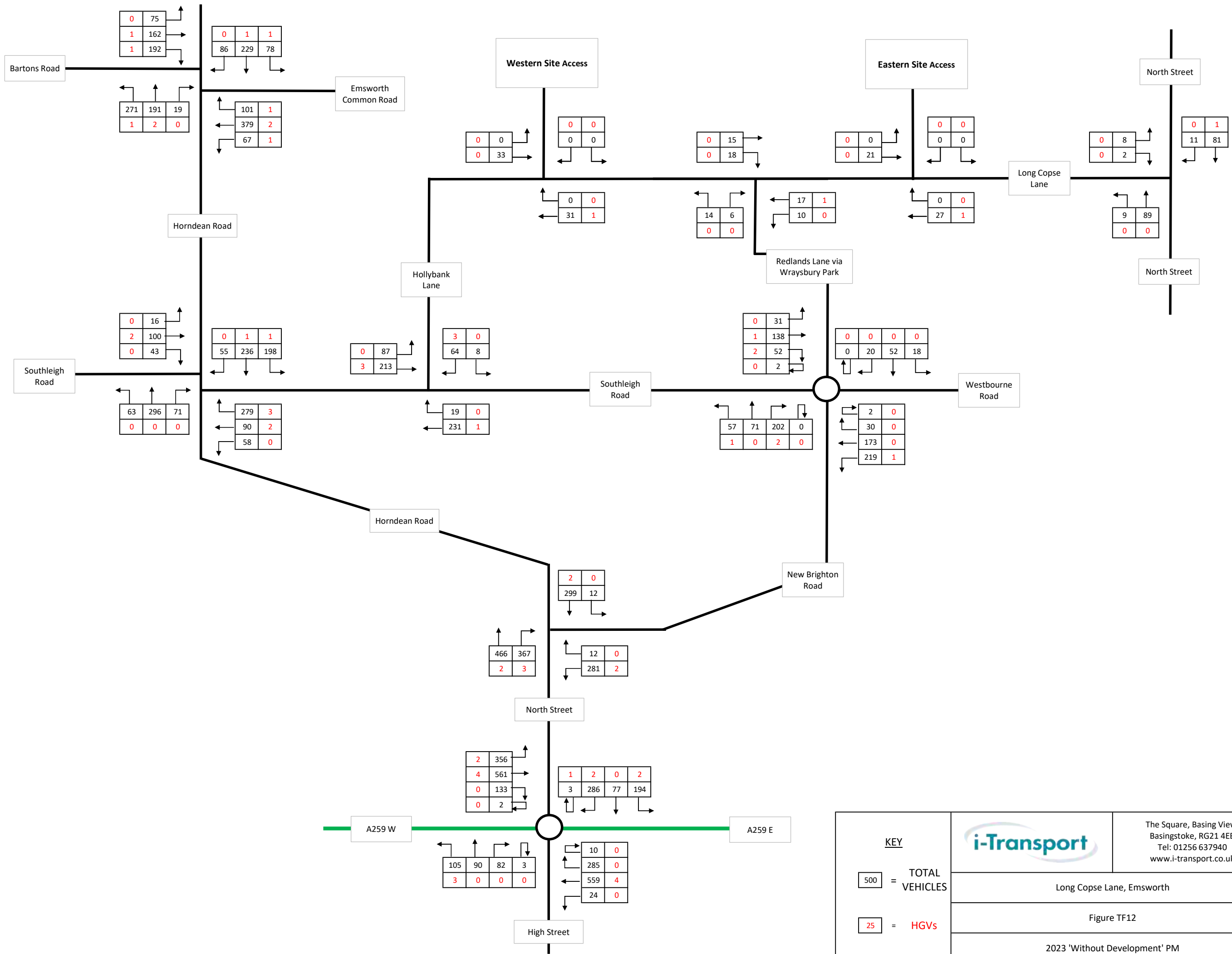




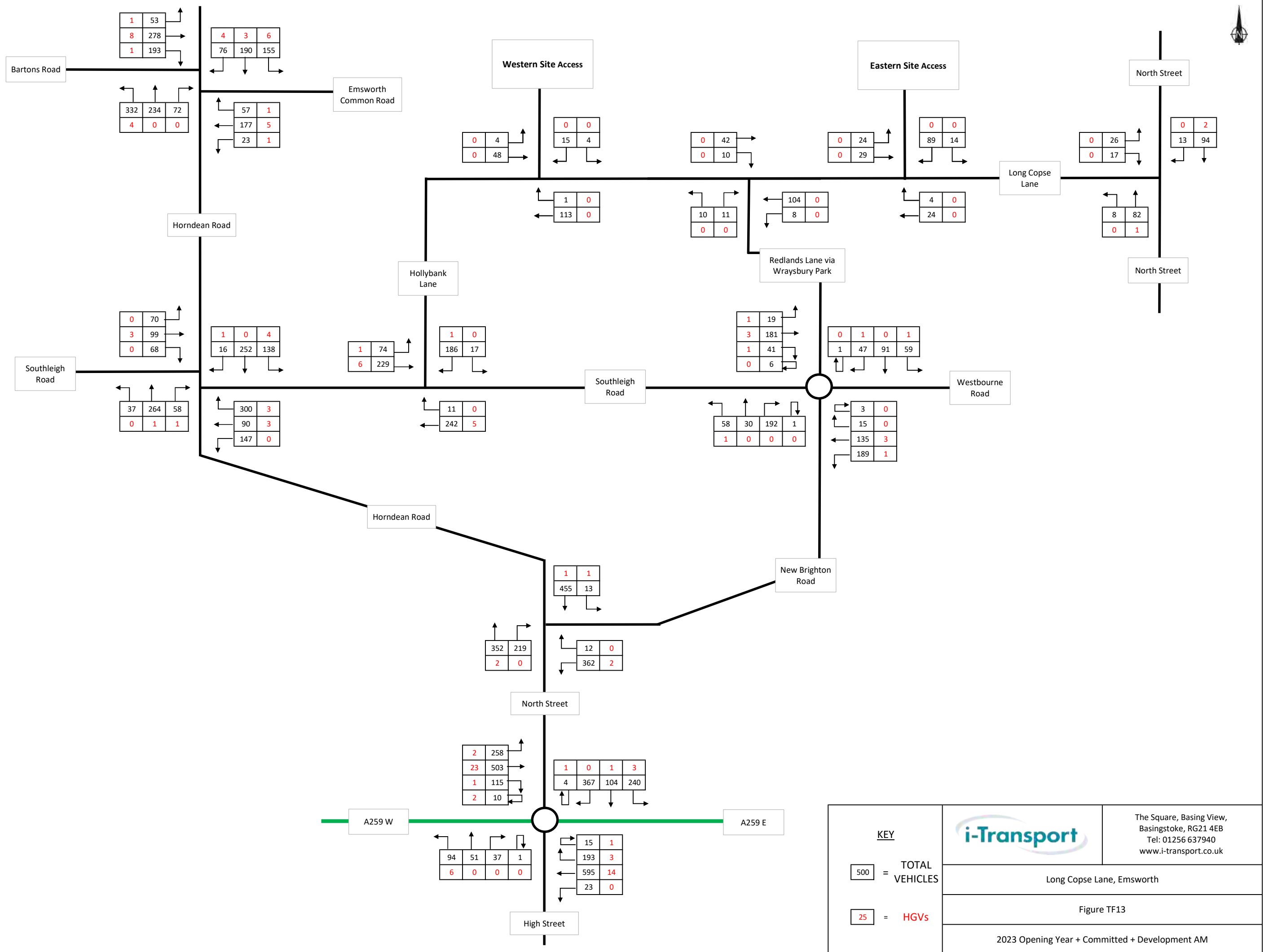


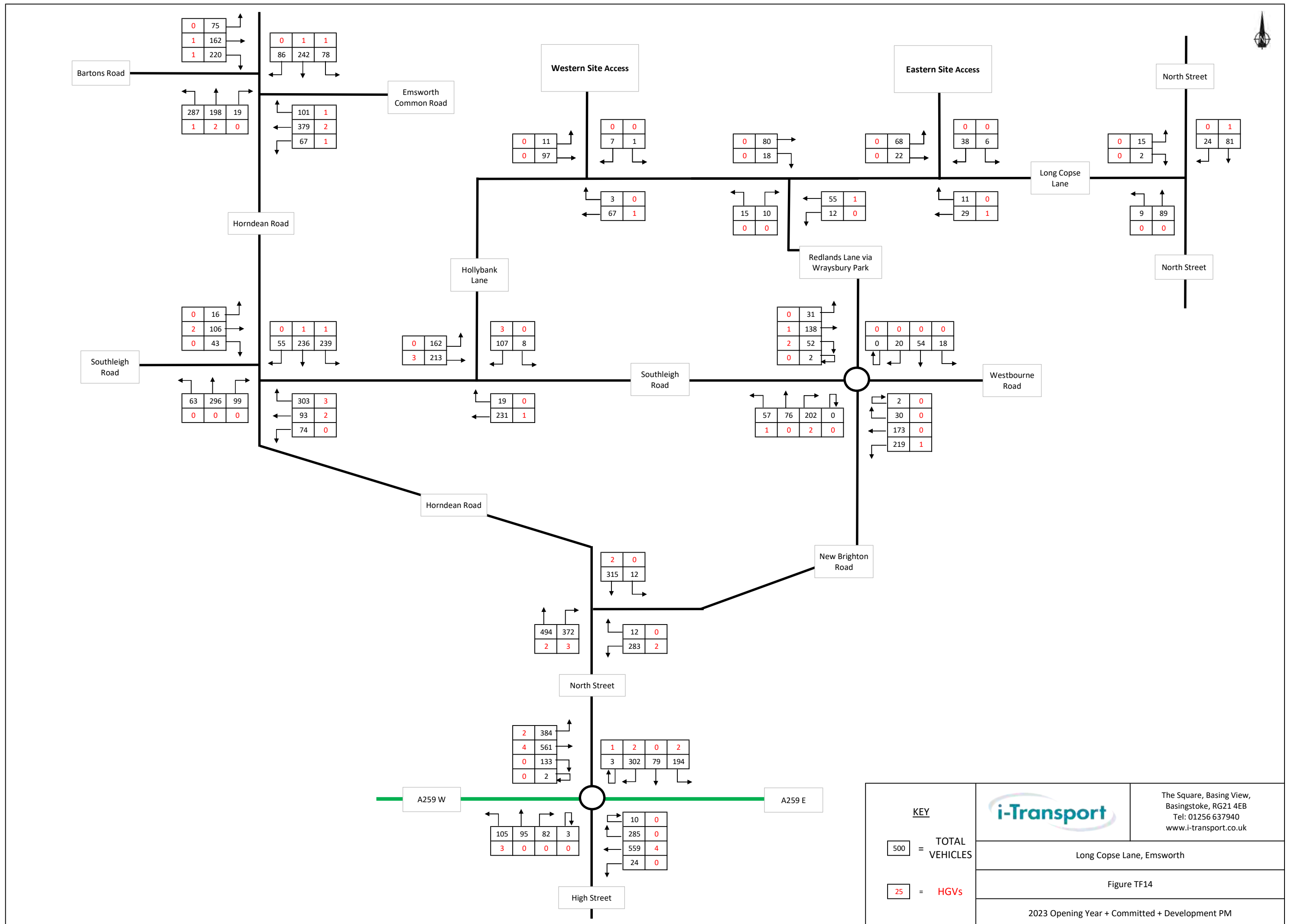


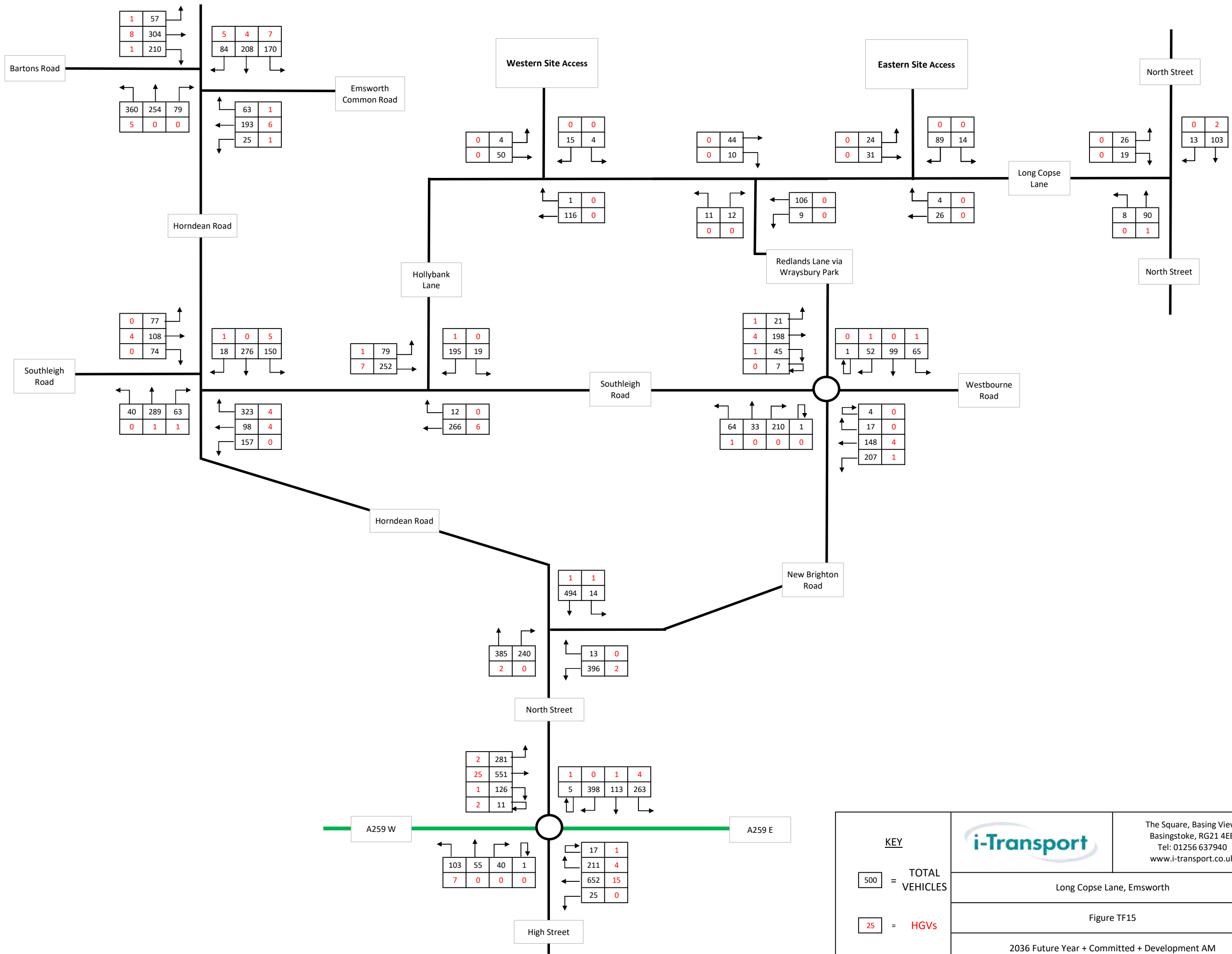
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	Long Copse Lane, Emsworth	
	Figure TF11	
	2023 'Without Development' AM	



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	2023 'Without Development' PM	







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	Long Copse Lane, Emsworth
	Figure TF15
	2036 Future Year + Committed + Development AM

