

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

*Economy, Transport and Environment Department
Elizabeth II Court West, The Castle
Winchester, Hampshire SO23 8UD*

Tel: 0300 555 1375 (General Enquiries)
0300 555 1388 (Roads and Transport)
0300 555 1389 (Recycling Waste & Planning)
Textphone 0300 555 1390
Fax 01962 847055
www.hants.gov.uk

Enquiries To Holly Drury
Direct Line 0370 779 3193
Date 18 November 2021

My reference 033589
Your reference APP/21/00893
Email havantdc@hants.gov.uk

Dear Sir,

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

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

Thank you for the opportunity to comment on the planning application for the above site. The Highway Authority have considered the information provided within the Transport Assessment (hereafter, TA) and the comments regarding the proposed development are set out below.

Policy Status

The application site makes up part of the area of land identified for development in the emerging local plan under policy H8. The proposed development site covers an area of 14.6ha, more than 85% of the H8 allocation/masterplan area. This site forms part of the wider masterplan area of 16.9ha which proposes circa. 260 dwellings to accommodate the proposed housing allocation in the emerging local plan. This emerging allocation provides the following requirements relevant to the Highway Authority specifically:

- That the development of the site is master planned and delivered in a comprehensive manner;
- Submission on a Transport Assessment and Travel Plan;

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

- 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 developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in link 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;
 - Retains and integrates the protected and existing tree 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 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).

Site Location

The proposed development is located north of Long Copse Lane circa 3.2km north of Emsworth on land that is currently 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 proposed development site is currently on undeveloped land.

Hampshire County Council's boundary surrounds the site with the West Sussex boarder to the east of the proposed development on the approach to Westbourne.

Sustainable Access

Sustainable access to new development is a key consideration for the Highway Authority and one which is gaining increasing priority when seeking to mitigate the impact of development within an area. It is critical for developments to aid in addressing the climate emergency for sites to be well integrated to existing infrastructure and for the surrounding sustainable infrastructure to be fit for purpose.

It is noted that as part of the TA a narrative has been provided on walking and cycling infrastructure provision. However, the work to date is not considered sufficient in that it fails to identify any deficits in the infrastructure provision and therefore scope of mitigation and improved integration of the site. Given that Long Copse Lane and the surrounding network is subject to a wide range of users including by equestrians, a full

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WCHAR assessment is required reviewing sustainable access to the development via the surrounding road network. The applicant should make contact with the Highway Authority to agree the study area for the WCHAR assessment. Reference to areas which are required to be included are referenced within this response.

Walking and Cycling

There are a number of existing cycle facilities on the highway network surrounding the proposed development which provide access to Emsworth train station, nearby facilities and local residential areas.

Internal Footway Provision

Long Copse Lane currently operates as a shared surface with no dedicated footways in the vicinity of the site frontage. During pre-application discussions it was agreed between Hampshire County Council and the applicant through a S278 Design Check Approval scheme that Long Copse Lane will be widened not only to provide two-way flow of vehicles but also to provide pedestrian and cycle improvements directly within the site that run parallel with Long Copse Lane itself. This would need to be a continuous link along the frontage of the site and be a minimum width of 3m. The route should be a sealed surface and be lit so it can be utilised as an all-purpose route. At present the route is shown indicatively on the masterplan (drawing 170116/SL/SK1) to be present from just to the east of the eastern vehicle access to the start of the footway provision on the bend of Long Copse Lane and Hollybank Lane. Consideration should be given on whether there is merit extending this link for the full frontage of the allocation to provide opportunity for all vulnerable road users of Long Copse Lane to be separated from vehicular traffic at the earliest point on the network when travelling from the east.

The above route prevents the need for additional highway land to be reclaimed from the southern side of Long Copse Lane across the site frontage. Over time landowners have brought their driveways to the carriageway boundary resulting in encroachment onto the Highway. The Highway Authority are sensitive to the nature of the road and the historic evolution of the current arrangement and therefore has worked with the applicant to avoid the need for this land to be reclaimed. The delivery of the footway/cycleway within the site however is essential to the acceptance of this provision and must be delivered in a comprehensive way and in a manner which ensures that the full provision will come forward in a timely manner. The Highway Authority are mindful of representations and discussions held at the Local Plan Enquiry and seek to engage further with the landowners and Planning Authority to determine if a more comprehensive delivery mechanism can be agreed between all parties. The importance of this is explained further within this response.

It would be a requirement of the Highway Authority that the route is secured appropriately by condition and for the details to be agreed as part of the discharge of

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condition prior to a reserved matters application being made, this is to ensure early engagement on the route within the final internal design.

Further consideration must also be given to the adoptable status of the route. As the path would serve as the pedestrian/cycle and potentially equestrian provision the route should be put forward for adoption and constructed to an adoptable standard. The Highway Authority would welcome further discussions on this matter.

Finally, the Highway Authority are aware of equine traffic along Long Copse Lane and it is noted that this use has not been identified within the work set out within TA. As set out this should be included within the WCHAR assessment and considered when reviewing the requested amendments to the internal provision as set out above.

Long Copse Lane/Hollybank Lane provision

To the west of the site, Long Copse Lane merges into Hollybank Lane which has lit footways on both sides of the carriageway apart from a c.65m stretch at the northern end where Hollybank Lane meets Long Copse Lane. Here a footway is only provided along the western stretch of the carriageway and terminates where it meets the access point to BOAT 66A.

It is intended that the footway from within the whole allocation will cross Long Copse Lane on the northern side and a 1.8m wide footway will be provided around the bend into Hollybank Lane to tie into the existing footway on the eastern side of Hollybank.

This provision is not shown on the submitted plan ITB13525-GA-101, instead having been replaced with grass verge. Discussions with the Public Rights of Way team and review of the walking, cycling and equestrian routes from the site to BOAT 66A have highlighted a need for improved connection to the BOAT which has been subject to surface improvements in recent years. It is understood that the applicant believed this section of footway and the associated uncontrolled crossing of Long Copse Lane from the internal footway/cycleway would be provided when the remainder of the site comes forward and discussions were had regarding appropriate access being achieved via Wraysbury Park and the Redlands link to the site. This assessment however did not take into consideration the need to access the BOAT and this was not a matter fully considered at the pre-app stage. Consideration therefore must be given within the WCHAR on the benefit of providing the footway within the highway land at the bend of Long Copse Lane/Hollybank Lane as shown within the Preliminary Design Assessment and an appropriate crossing location identified for pedestrians to safely access the BOAT from the development site.

With the above in mind AADT flows for Long Copse Lane with the introduction of development traffic have been considered against criteria in LTN1/20 to determine that on road cycling would be an appropriate connection to the BOAT and Hollybank Lane from the internal development path. This has demonstrated that the daily vehicle movements are circa 682 two-way movements as recorded in the baseline surveys in

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Stuart Jarvis BSc DipTP FCIHT MRTPI

2018. With the development traffic of 732 this totals 1362 vehicle movements a day which is appropriate for on-road cycling as set out within paragraph 7.1.3 of LTN 1/20.

Access via Wraysbury Park Drive

Wraysbury Park Drive provides a walking and cycling route south of the site towards central Emsworth with lit footways on both sides of the carriageway. This provides a pedestrian connection to Southleigh Road via Redlands Lane with continuous footways provided on both sides of the carriageway to the four-arm roundabout with Southleigh Road, Westbourne Road and New Brighton Road. As discussed at the pre-application stage in accordance with the S278 Design Check Approval scheme, the applicant will be required to provide a pedestrian connection to Wraysbury Park Drive. These are shown as agreed within drawing ITB13525-GA-102 Rev A. However, with the shift in recent policy since the pre-application discussions there is a need to provide even greater focus on the provision for pedestrians and cyclists and the link from the site to the crossing on Long Copse Lane should be provided at 3m to adequately cater for pedestrians and cyclists.

The footway provision has been maximised on the southern side of Long Copse Lane to the east of Wraysbury Park Drive to tie into the existing footway provision and its acknowledged that cyclists would be on carriageway at this point and there is no scope to provide an off-road connection. It is also noted that this is one of 2 access points to this phase of the development for pedestrians and cyclists.

Redlands Link (Footpath 67)

It is proposed within drawing ITB13525-GA-103 Rev A to provide width, alignment and surfacing improvements along Redlands Lane (Footpath 67) as well as the provision of a 3m shared-use footway between Redlands Lane and the Hampshire Farm development providing onward pedestrian and cycle connections. Vegetation clearance will be required to ensure a 3m shared-use footway can be provided along the length of the route as shown in drawing ITB123525-GA-103 Rev A. HCC wish to see the route upgraded to allow cycle use and will process the necessary legal work to deliver this. The Public Rights of Way team through their own representations will be requiring funding to be secured within the S106 to do this work. The route is currently lit, and an assessment will need to be undertaken to ensure that this lighting level is appropriate for its amended use as a result of the development. This would need to be included within any detailed design process and covered through the S278 agreement for the site access works.

It is noted that the northern section of the track has been previously upgraded to provide a vehicle crossover access in tarmac and then a gravel track to the access to 4 new properties. Beyond this, bark has been added to the route which would not be considered to be acceptable. Reference is made within drawing ITB123525-GA-103 Rev A to the provision of bark chipping. This should be amended as it would not make a suitable all purpose surfacing material as it would not be appropriate for mobility impaired, wheelchair users, pushchairs or pedal cyclists. A hogging path should be

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provided to be in keeping with the right of way status and provide the required suitable sustainable access link.

As footpath 67 is a public right of way the delivery mechanism for the works to this extent of the right of way will need to be agreed with our Public Rights of Way team. It is considered that the improvements here would not fall under the usual S278 approval process and a contribution to implement the works may be a more efficient delivery mechanism.

The works to Redlands Lane to convert the existing verge shared use path would result in the felling of 3 well established trees. A full Arb assessment of these trees would need to be undertaken in order to determine their value as an asset. The Highway Authority don't generally support the removal of trees unless necessary and the designers should seek to avoid tree loss through design if possible. It is noted that the Redlands Link did not make up part of the preliminary design submission and is not subject to the stage 1 safety audit. This would be required to inform the decision making of the Highway Authority. The Highway Authority would welcome further discussion on this provision and the tree loss requirements.

A safety audit should be undertaken on this element of the proposed improvements as this was not included within the original Safety Audit Assessment.

Onward pedestrian provision

Leading on from Redlands Lane towards the town centre, New Brighton Road comprises of a footway along 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 junction with Horndean Road. Horndean Road provides connections with Emsworth train station and central Emsworth with a continuous footway provided on the eastern side of the road beneath the A27 and railway bridges.

Westbourne Road to the east of the roundabout provides access to local shops and services in Westbourne. Westbourne Road provides a continuous street lit footway on the southern / eastern side of the carriageway to the junction with New Road. The Square to the northeast, provides access to shops and services surrounding East Street/North Street with footways provided on both sides of the carriageway.

These routes should be included with regards access to shops, school etc as part of the WCHAR assessment.

Cycling Infrastructure

Regarding cycling, there are cycle facilities surrounding the site, these should be considered fully within the WCHAR assessment.

Southleigh Road to the south of the site, is subject to an on-road cycle route which provides connections to Emsworth centre and Emsworth rail station via New Brighton Road. New Brighton Road also is subject to an on-road cycle route connecting with

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Horndean Road. To the West, the on-road cycle route on Southleigh Road provides connections to Warblington school, Warblington rail station and NCN route 2. NCN route 2 provides connections to the wider network including to Havant, Warblington and Portsmouth to the west and Chichester to the east. From site visits undertaken by the Highway Authority the crossing at Southleigh Road/Horndean Road has been identified as requiring upgrading. It is currently of a historic design and is inconspicuous to drivers. The applicant should consider improvements to this crossing point as a result of increasing demand, with the crossing forming part of the route to school for Warblington. Measures here may be tied to the need for capacity improvements but should consider bringing the crossing up to standard and providing measures to highlight the crossing provision. Observations should be taken on the number of crossing demands at this location to determine appropriate measures for improvement.

The applicant has based desirable walking and cycling distances on the 2019 National Travel Survey and set out the distances within table 6.2 of the TA. However, the Highway Authority do not deem this acceptable. The assessment should be carried out to identify any local facilities that are within or exceed the recommended walking and cycling distances as set out within 'Providing for Journeys on Foot' (CIHT 2000) which are not superseded by the NTS document. Assessments of walking and cycling routes identified should also be fully supported by a WCHAR assessment as per Hampshire County Councils TG19. The WCHAR should also analyse the suitability of current walking and cycling connections into central Emsworth, to the primary and secondary schools and whether any improvements are deemed necessary.

Under the current assessment measurements are also taken from Long Copse Lane itself. It is clear from the masterplan provided that significant distance will be added to these journeys depending on where in the site residents are located. Therefore, an assumption should be made for distances to be taken to the centre of the site. Table 6.2 should be amended accordingly. It is noted that Saint James' Primary School which would be the catchment school for this site is close to the preferred maximum distance of 2km. Warblington School is already considered above the preferred maximum at 3.6km and therefore is reliant on journeys by pedal cycle. This makes the need for improvements at the Southleigh Road/Horndean Road key to ensuring the route is usable, safe and attractive. Emsworth centre has also not been considered within table 6.2 and should be included, it is considered that the Westbourne Coop acts as an appropriate assessment of the distance to the centre of Westbourne, it is not clear however what route has been used and the route choice for all destinations should be clarified within the table.

Routes to School

The route to Warblington School has in part been covered above in the consideration of the cycling route on Southleigh Road and access to Havant and Warblington Railway Station.

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It should also be noted and referenced within the WCHAR that there has been a long-standing requirement for a footbridge at Warblington and this is listed with Havant Borough Councils Infrastructure Plan. At present the bridge isn't fully funded and there remains a deficit to enable its delivery. A contribution should be made to the bridge provision for this site to facilitate a safe route to school.

It is understood from Hampshire County Councils Education team that the catchment primary school for this site would be St James'. Access routes have been identified within the TA but assessment criteria for the routes as set out above are not clear. This should be more clearly explored through the WCHAR and improvements identified as necessary. The Highway Authority noted from the site visit a lack of crossing provision of Southleigh Road in the vicinity of the access to Southleigh Park. The applicant should explore the scope of providing a pedestrian crossing at the Hollybank Lane/Southleigh Road Junction to provide a safe place for pedestrians to cross when accessing the catchment primary school to the development (St James' CEC Primary School).

Buses:

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 circa. 750m from the frontage of the site. The two main bus services include route 27 providing opportunities to travel to Emsworth centre, Havant and Rowlands Castle as well as providing connections to Emsworth train station. Route 28A provides a school service between Southleigh Road and Horndean Technology College and only runs during term time. These bus services can be accessed from the Southleigh Road / Hollybank Lane junction on Southleigh Road.

The service frequency in the area is limited at a service every 2 hours and during pre-application discussions it was suggested that the applicant engaged with First Hampshire, the operator of route 27 with the view to provide an enhancement to the service and the facilities at the Southleigh Road bus stops. Route 27 is a service supported by HCC and is currently funded by the County Council. To ensure the future resilience of this service the development should contribute towards the running of the service and discussions should be held with the Highway Authority on that funding stream. In addition, a contribution should be made to provide real time information at the bus stop closest to the site along with the stop in Emsworth centre. The stops closest to the site would also benefit from improvements to the waiting facilities including the shelters and information poles. This should also be covered through the Passenger Transport contribution. These contributions would improve the attractiveness of the service given its infrequency leading to long wait times for users, in addition it would ensure the service remains resilient to budget pressures on the County Council by ensuring its funding is secure allowing the development to demonstrate the commitment to sustainable travel and provide greater potential for the service becoming more commercially viable in the future.

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Rail:

Emsworth train station is located circa 1.9km to the south of the site providing frequent rail connections to several destinations including London, Brighton, Southampton, Chichester, and Portsmouth. Emsworth Station is within the preferred maximum walking distance for commuter journeys on foot and would be considered within an appropriate cycling distance. In addition, Warblington Station is located circa 3.5km from the site again within cycling distance from the site.

Consideration should be given on whether cycle parking infrastructure is sufficient at the railway stations and whether support for additional provision would ensure travel by rail from the site would be considered an attractive travel mode. Access to Warblington Station would also be enhanced by the provision of Warblington footbridge discussed elsewhere in this response.

Wayfinding

The routes to school and general walking and cycling routes in the area to Emsworth, Westbourne and Southleigh would benefit from additional wayfinding infrastructure. Wayfinding should be considered as part of the WCHAR assessment, improvements identified and costed.

Traffic Flows

Traffic flows were recorded through seven-day ATC surveys undertaken between 31st January 2018 and 8th February 2018 and a MCC on 1st February 2018. The Highway Authority have not required these ATC data to be updated as a result of the Covid 19 pandemic, it is considered that the pre-covid data is representative of the post covid situation on the network. Analysis of ATC and MCC traffic data identified the morning peak hour as 08:00-09:00 and the evening peak hour as 16:30-17:30. Peak hour flows on Long Copse Lane are recorded at 50 two-way movements in the AM peak and 60 in the PM peak.

Vehicle Speeds

Two ATCs on Long Copse Lane recorded vehicle speeds in the vicinity of the junction. The western ATC was to the west of the junction with Wraysbury Park Drive and the eastern ATC to the east of Redlands Lane. 85th percentile wet weather speeds for eastbound and westbound vehicles along Long Copse Lane are shown below:

Location	Direction	85 th % Speed (mph)		
		AM Peak	PM Peak	Daily 24 Hr
Western Site	Westbound	21.7	21.9	21.2
	Eastbound	21.4	20.5	21.2

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Eastern site	Westbound	23.0	23.2	23.9
	Eastbound	25.7	25.0	24.8

Personal Injury Accidents (PIA)

The applicant has provided PIA data from the period of 1st August 2013 to 31st December 2020 using Hampshire Constabulary records. The study area included:

- Long Copse Lane;
- Hollybank Lane;
- Redlands Lane;
- New Brighton Road;
- Southleigh Road; and
- Horndean Road

A total of 46 accidents have occurred within the study area during the study period, however, no accidents have been recorded along Long Copse Lane.

Outside of the study area, the Highway Authority are aware of a minor pattern of pedal cycle collisions at the junction of Southleigh Road and Southleigh Road (the small industrial area) and a few collisions on Southleigh Road where it begins to narrow, south of Fourth Avenue.

Whilst accidents have occurred, the Highway Authority are satisfied that that these are isolated incidents that are unlikely to be exacerbated by the development. Thus, the Highway Authority can confirm that the proposed development will not have an adverse effect on highway safety in close proximity of the site and for the wider highway network.

Vehicular Site Access

The vehicular site access has been developed in consultation with HCC in accordance with the draft local plan policy that has been agreed in principle to the satisfaction of the Highway Authority.

For the purposes of the Local Plan a vehicular access strategy has been agreed and this has been assessed at the preliminary design stage to ensure its deliverability. This assessment excluded a full review on the impact of tree's only as this was a matter to be considered fully at the planning stage. The Highway Authority welcome further discussion with the Planning Authority if needed on receipt of a response on arboriculturally related matters in relation to the proposed highway works.

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Vehicular access to the development is proposed via two priority junctions (one eastern and one western) from Long Copse Lane with widening work proposed for Long Copse Lane between the eastern site access and Hollybank Lane. These are considered acceptable and appropriate for the scale of development proposed. It is noted that these would come forward as each development parcel is built out and only one access point is to be provided for vehicle traffic in relation to this application.

Stage One Road Safety Audit

A Stage One Road Safety Audit of the proposed access has been carried out by the applicant as part of the S278 approval process. The applicant has addressed the problems raised by the Road Safety Audit and plans have been amended as necessary. This was fully considered as part of the preliminary design check process.

Parking Provision

The applicant has proposed that car and cycle parking will be dealt with in a future reserved matters application in compliance with Havant Borough Council's Parking Supplementary Planning Document. The Highway Authority will be satisfied subject to suitable provision in accordance with the standards being provided. The applicant should be made aware that subject to any planning permission being granted, the final decision regarding parking is with Havant Borough Council as the local parking authority. Thus, the applicant should secure confirmation with HBC about whether the proposed parking provision will be accepted or not.

Internal Road Network

The internal road network of the development will comprise of the following:

- Main Streets
- Secondary Streets
- Shared Surface Streets
- Mews / Courtyard Squares

The applicant is proposing to offer the majority of the internal road network for adoption by Hampshire County Council with The Mews / Courtyard Squares likely to remain unadopted. Further clarification will be required on whether or not the applicant will be willing to offer The Mews / Courtyard Squares for adoption. The Highway Authority strongly supports the adoption of the internal road network and would therefore encourage the adoption of these areas subject to technical requirements being achieved.

It should be noted that design speeds of less than 20mph are not considered acceptable.

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Refuse and Emergency Vehicle Access

Swept path analysis for refuse and emergency vehicles will be carried out for all internal streets demonstrating that these vehicles can safely access and egress the site as well as being able to manoeuvre within the site with minimal turning movements. This will be provided at the reserved matters stage and should regard the current standards or any other subsequent standards that may be adopted at that given time.

Construction Traffic

During construction, Long Copse Lane will only be accessed between its junctions at the site access and the transition into Hollybank Lane. All construction traffic will be required to route to/from Southleigh Road and onwards using routes that will be agreed by HCC as the Highway Authority. The roads proposed to be used by construction traffic have good alignment and forward visibility, minimising the potential for any congestion if construction vehicles are unable to manoeuvre. The applicant will be required to provide a Construction Traffic Management Plan (CTMP) which will be secured by a planning condition or a Section 106 obligation providing further details of construction traffic movements.

Consideration will need to be given to how access is achieved for larger articulated vehicles and how deliveries will be managed to the site. It is acknowledged that the widening works to Long Copse Lane aid with construction traffic access, however additional controls will need to be in place to ensure larger vehicles do not meet on areas within the lane where they are unable to pass. Consideration will need to be given in the provision of any obligation or condition on how to ensure no construction traffic accesses the site in the absence of the improvement works to Long Copse Lane and the associated CTMP. It may be that this would be aided through provision of a framework CTMP at this stage.

Trip Generation

Whilst the eastern part of the allocation is expected to accommodate 210 dwellings, the comprehensive masterplan for the whole allocation aligning with the local plan is for 260 dwellings. Thus, the trip generation has been based on 260 dwellings along with the full assessment work to comply with the emerging allocation.

Trip generation has been discussed and agreed with HCC as part of the pre-application discussions. The agreed vehicular generation from the allocation is therefore as follows:

Time	Trips		
	Arrivals	Departures	Total
Weekday AM peak hour (08:00-09:00)	33	122	155

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Weekday PM peak hour (17:00-18:00)	93	52	145
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Following a request from members at Havant Borough Councils Development Consultation Forum (DCF) in April 2018, ATCs were undertaken at a variety of modern completed residential developments in close proximity of the proposed site. The DCF suggested that trip generation assumptions were an underestimation of the traffic likely to be created by the development. ATCs were installed for one week commencing on 15th May 2018 at the following locations:

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

Two-way trip rates are as follows at these locations:

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Vehicular trip rates derived from TRICS and modal share (per dwelling)	0.596	0.558
Skylark Avenue	0.646	0.601
Quinton Fields	0.382	0.412
Oaktree Drive / Aubin Wood	0.432	0.568
Weighted Trip Rate	0.595	0.578

Only one site (Skylark Avenue) portrays higher trip rates than what had been agreed with HCC at the development site. However, the above trip rates on average are lower than what had previously been agreed with HCC at pre-application for the development site. Thus, it can be confirmed that the agreed trip rates of the development are acceptable.

Committed Development

Two sites were included as committed developments. They are as follows:

- Bartons Road, Havant – 55 dwellings; and
- South of Bartons Road, Havant – 175 dwellings

Development traffic flows have been added to the 2023 with committed development flows to create a 'with development' scenario. Since pre-application discussions there

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have been a number of additional development sites along the Bartons Road corridor which may impact the assessment. There have also been approved and built out development on Horndean Road which would not feature in the traffic surveys. These are:

- The crematorium site on Bartons Road – Redrow Development
- Colt International on Bartons Road – Drew Smith Development
- Land West of Horndean Road - Bellway Development

Planning is also being sought at present of land at the former SSE offices on Bartons Road.

How committed development has been considered within the data should be set out by the applicant.

Traffic Distribution/Assignment

Traffic distribution and assignment had previously been agreed between the applicant and HCC as part of pre-application discussions and is considered acceptable.

Junction Assessments

Capacity analysis has been undertaken at key junctions in the study area to understand the operation capacity of the wider highway network. Additionally, an operational analysis has been undertaken using weekday morning and evening peak hour traffic flows and the peak hour traffic generation of the development using the following key junctions:

- Long Copse Lane
- Wraysbury Park Drive / Long Copse Lane junction
- Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road roundabout
- Hollybank Lane / Southleigh Road junction
- Southleigh Road / Horndean Road staggered crossroads
- Emsworth Common Road / Bartons Road / Horndean Road staggered crossroads

However, modelling has only been given up to 2023; the Highway Authority require modelling up to 2026.

Junction Modelling Audit

Whilst we are unable to comment on the outputs provided at this stage the Highway Authority have undertaken an audit of the model builds to assess whether the models

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provide a suitable representation of the layouts and that they can be relied upon for planning purposes. A summary of the audit for each junction is shown below:

Redlands Roundabout:

- The approach width on Southleigh Road has been over estimated and should be updated
- The entry width has been overestimated on all arms – this should be rectified
- The flows and HGV % need to be amended as the flows mentioned in the model are not matching the TA

Southleigh Road / Hollybank Lane T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Southleigh Road (major arm), visibility for B-C (Hollybank Lane to Southleigh Road) and width on Hollybank Lane needs to be rectified
- Discrepancies in the flows also need to be amended as they are not matching the TA

Wraysbury Park Drive / Long Copse Lane T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) to be rectified

Eastern Site Access T-Junction:

- Minor discrepancies in CAD measurements and modelled parameters for width of the carriageway at Long Copse Lane (major arm) and the width of the Eastern access needs to be rectified

Western Site Access T-Junction:

- The geometric parameters that have been input into the models have not been checked against measurements because the latest CAD layouts have not been provided

Southleigh Road / Horndean Road staggered crossroad junction:

- Minor discrepancies in the flare length on the Southleigh Road (W) needs to be rectified
- Flow provided in the TA does not match input flows in the LinSig model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor

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- Supply the Junctions 9 model of this staggered crossroad for audit

Emsworth Common Road / Bartons Road / Horndean Road staggered crossroad Junction:

- Minor discrepancies in the flare length on the B2148 southbound between T-junctions needs to be updated
- Flow provided in the TA does not match the input flows in the model. The flow needs to be updated to include the HGV flows after converting to PCUs using a suitable conversion factor
- Both Arm 6 and Arm 8 cannot exceed a queue of 1 PCU based on the geometric measurements – this needs to be addressed by using queue restrictors
- Supply the Junctions 9 model of this staggered crossroad for audit

Once these amendments have been made the Highway Authority can then comment on whether these junctions are able to operate suitably or not with the proposed development.

2036 Sensitivity Test

A 2036 sensitivity test has been undertaken on request of Highways England for the purposes of assessing the Warblington junctions with the A27. The Highway Authority are in agreement with the assessment undertaken and conclusions made within the TA.

Wraysbury Park Drive sensitivity test

HCC requested following pre-application discussions that a sensitivity test be undertaken to understand the impact of the development traffic on Long Copse Lane if Wraysbury Park Drive was to be closed off to vehicular traffic in the future as a result of concerns relating to rat-running. In order for the applicant to undertake the assessment, traffic currently using the Wraysbury Park Drive / Long Copse Lane junction has been redistributed to account for a scenario where the northern end of Wraysbury Park Drive is closed to traffic.

The following assumptions were made to model redistributed traffic:

- Vehicles previously travelling west on Long Copse lane and turning left on Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and east onto Southleigh Road;
- Vehicles travelling east on Long Copse Lane and turning right into Wraysbury Park Drive redistributed via Long Copse Lane, Hollybank Lane and east onto Southleigh Road;

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- Vehicles turning left out of Wraysbury Park Drive onto Long Copse Lane westbound redistributed south onto Redlands Lane and west on Southleigh Road; and
- Vehicles turning right out of Wraysbury Park Drive onto Long Copse Lane eastbound redistributed onto Redland Lane and east on Westbourne Road

The redistribution anticipates increases in turning movements at the Redlands Lane / Westbourne Road / New Brighton Road / Southleigh Road roundabout as well as the Hollybank Lane / Southleigh Road junction. Thus, the applicant has re-run operational assessments at the above scenarios. The applicant found that both junctions were able to operate well within capacity with minimal queuing or delay.

A S106 contribution will be required to address the impacts arising from increased use of Wraysbury Park Drive which will enable the Highway Authority to consider the future position on access between Long Copse Lane and Wraysbury Park for vehicle traffic to address this issue. An appropriate contribution amount will need to be agreed with the applicant.

Highways England (HE) (Now National Highways)

It is understood from the TA that Highways England were contacted during pre-application discussion to understand the development impact on the A259/A27 Warblington Junction. The development distribution of this site was extended to include these junctions along with a full MCC and queue length count to provide baseline data for this junction. A number of the approaches to this roundabout fall under the jurisdiction of Hampshire County Council as Local Highway Authority. Evidence of the impact in percentage terms for each arm of the junctions have been provided within table 7.14 and 7.15 of the TA. It is agreed that given the greatest increase at the junction is 3.3% (a total of 37 vehicles) on the A259 Havant Road approach it isn't considered that improvements need to be sought at this junction.

West Sussex County Council (WSCC)

During pre-application discussions HCC requested that WSCC was contacted due to the site's close location with the county boundary towards the eastern end of Long Copse Lane. The development impact on WSCC's network were the 22 two-way movements during the AM peak hour, and 26 two-way movements during the PM peak hour. WSCC stated that no junction modelling is required based on these trip rates.

WSCC requested for modelling from the applicant to show the ability of two cars passing each other on the eastern section along Long Copse Lane to be included within the TA. Drawing ITB13525-GA-019 shows passing places along Long Copse Lane in the WSCC area allowing cars to pass one another.

The Highway Authority do not wish to promote traffic undertaking this route through delivery of improvements due to concerns with the junction of Long Copse Lane with

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North Street, particularly considering the fact that WSCC are not able to improve visibility at this junction and the trip distribution doesn't deem this to be necessary. The demonstration of vehicles being able to pass each other and of appropriate forward visibility should however be provided for the remaining section of Long Copse Lane to the east of the site to ensure it is safe for those small number of additional movements proposed.

Travel Plan

This Framework Travel Plan (FTP) has been assessed using Hampshire County Council's (HCC's) evaluation criteria for the assessment of travel plans – "A Guide to Development Related Travel Plans". Whilst the quality of this FTP is generally excellent it still requires some amendments before it can be approved.

Background:

The Framework Travel Plan should reference the developer's policies on sustainable travel. If the developer does not have a policy on sustainable travel, a statement of support for the aims of the Travel Plan from a senior member of staff at Land and Partners would suffice.

Action Plan:

The Framework Travel Plan includes an action plan. However, it does not include a cost estimate for the proposed measures and the Travel Plan coordinator. This figure must be included and be used to approximate a Travel Plan Cash Deposit.

The action plan should consider provision of funding for additional cycle and scooter parking for the catchment schools to encourage sustainable travel. Given the distances to the catchment schools this is considered an appropriate form of mitigation.

Monitoring:

A minimum 35% response rate must be attained in order for travel questionnaire surveys to be considered statistically significant. If this cannot be achieved, then discussions should be had with HCC regarding carrying out TRICS, SAM or ATC surveys.

Conclusion:

The FTP will require further amendments as set out above before it can be considered acceptable for submission in conjunction with the proposed site.

Recommendations

The Highway Authority require further information before any formal recommendations can be made as summarised below:

- A WCHAR assessment including consideration of routes to school and wayfinding needs
- Updates to the internal footway/cycle provision including the adoption status

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- Further consideration of access to BOAT 66A
- Updated plans in relation to the Redlands Link (footpath 67) including provision of a safety audit
- Updated assessment of suitable walking and cycling distances
- Provision of a contribution value for bus infrastructure and services
- Updated forecast year junction assessment
- Amendments to the model builds
- Provision of a framework CTMP
- Updates to assumed committed development
- Long Copse Lane east – assessment of forward visibility and passing opportunities
- Provision of a contribution value for Wraysbury Park Drive closure
- Updated travel plan

If the Planning Authority are minded to determine the application please make contact with regards a formal recommendation.

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

Yours faithfully,

Gemma McCart
Transport Team Leader – Highways Development Planning

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